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ENGINEERING SANTA FE BUILDS NEW LINE IN A HURRY

August 11, 1969

RAILWAY AGE

THE TRANSPORTATION WEEKLY

UTU's CHARLES LUNA TELLS BOTH SIDES:

"LET'S NOT GET TOO GREEDY"

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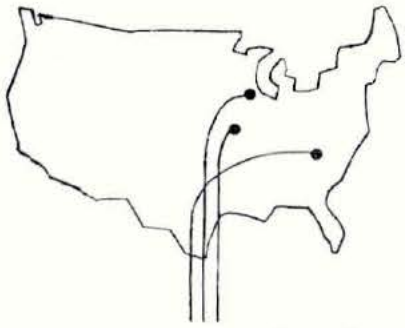
follow these top roads to rail joint savings!



3M BRAND Insulated rail joints* were put through all the paces and came out 1st in strength, durability and overall economy

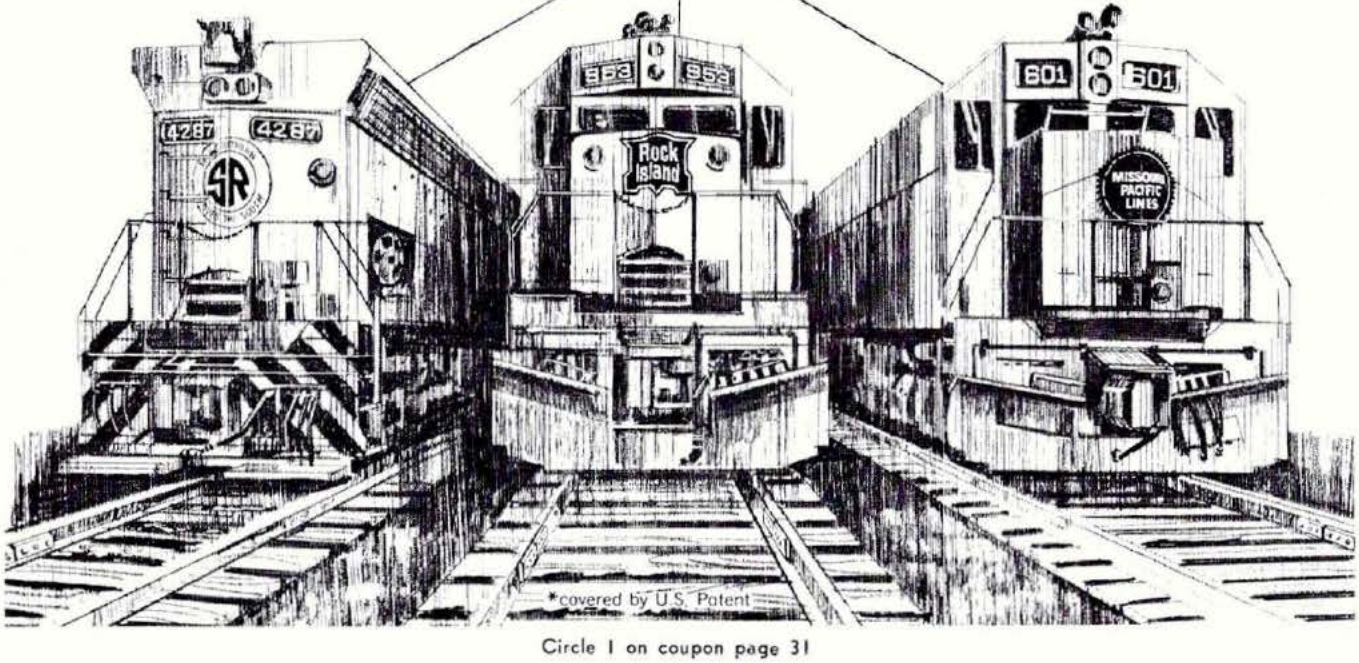
The Southern Railway checked the performance of 3M insulated rail joints in its high-speed mainline track from Virginia to North Carolina. After fourteen months of demanding service, all the 3M rail joints were still in good condition.

The Rock Island Line tested the durability of 3M joints in a variety of recognized problem areas — hump yards, wet and poorly drained grade crossings, and welded rail. Some of these locations had required insulation renewal every six weeks, but the 3M rail joints are still going strong in the same areas 3½ years later!

The Missouri Pacific Railroad made a cost study comparing performance and life of various insulated joints in their track. The longer life of the 3M joint, and the ease of installation made it less expensive in the long run over any other joint regardless of the initial cost. Such cost effectiveness coupled with the proven electrical and structural reliability prompted MoPac to standardize on the 3M joint for new installations in main tracks and at other locations where renewal was required more than once a year.

If your road is still plagued with problems in insulated joints, maybe it's time you turned to 3M for help. For full details write: Industrial Special Products Dept., 3M Company, 3M Center, St. Paul, Minn. 55101, Dept. ISK-89.

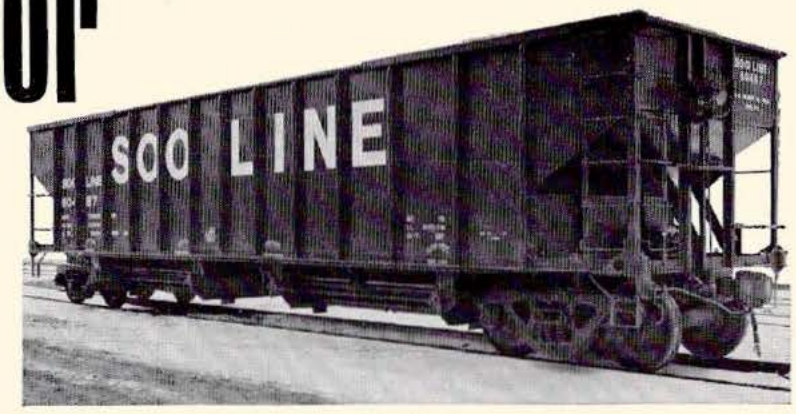
"3M" IS A REG. T.M. OF 3M COMPANY



*covered by U.S. Patent

Circle 1 on coupon page 31

Bethlehem-built 100-ton multi-service hopper car for the Soo



The Soo Line recently took delivery of fifty Bethlehem-built multi-service hopper cars. This is the second lot of the same design which Bethlehem has built for the Soo.

The cars are equipped with door mechanisms of the ballast-car type. They were designed with the relatively high cubage of 3,317, level full, so that they could double as coal carriers. Rated at 100 tons capacity, the cars measure 48 ft over strikers, and stand 11 ft 7 in. from rail to side top chord.

Bethlehem's quality-control program built sound performance into these Soo Line cars; we're confident that they will measure up to everything that is asked of them. You can look for the same expertise when you give Bethlehem your next order for hoppers, gons, or flats. Bethlehem Steel Corporation, Bethlehem, PA 18016

BETHLEHEM STEEL

Your 5 year old Timken® "AP" bearing still has 2 years to go on a guarantee it didn't have when you bought it.

PARTS REPLACEMENT AGREEMENT

THIS AGREEMENT is between THE TIMKEN ROLLER BEARING COMPANY (hereinafter called the "Company") and _____ (hereinafter called the "Customer"), and is made effective _____ 19 ___.

In consideration of the purchase by the Customer, on or after the effective date of this Agreement, of Timken® "AP" bearings, for use on railroad freight car applications, the Company hereby agrees as follows:

1. On any Timken "AP" bearing assembly purchased by the Customer during the term of this Agreement for use on freight car applications, the Company will replace or repair, free of charge other than any applicable inspection or service charge otherwise payable and Customer's portion of transportation, any of the parts specified in paragraph 5 below which, within 84 months of the original date of manufacture etched or stamped on the bearing, are found to be in such condition as to require replacement or repair to comply with the standards set forth in the Roller Bearing Manual of the Association of American Railroads as of January 1, 1969. If cup or cone surfaces show evidence of Brinell or fatigue due to normal wear or loading, to the extent that they are not suitable for continued service under standards set forth in the Roller Bearing Manual, the inspection charge otherwise payable will also be waived. If the Roller Bearing Manual should require, or the Customer should specify, that certain parts of the bearing assembly be replaced when the bearing is reassembled, even though such parts are in good condition, the Customer will be charged for the replacement of such parts.
2. The provisions of paragraph 1 above shall also apply, subject only to the 84 months' limitation, to any Timken "AP" bearings purchased by the Customer prior to the effective date of this Agreement.
3. To qualify for replacement of parts under this Agreement, the following requirements must be met, to the best of the knowledge and belief of the Customer and to the satisfaction of the Company:
   a. The condition requiring replacement must be attributable to the quality of material or workmanship in the manufacture of the bearing, and must not be due to damage from derailment, fire, immersion in or exposure to water.
   b. The complete bearing assembly (less axle end cap assembly) including all parts as removed from the axle for inspection must be forwarded to the Company, f.o.b. Columbus, Ohio, fully assembled, and with suitable packaging and/or blocking to prevent damage in shipment and handling, within 84 months of the original date of manufacture, as specified above, with identification of the Customer by or for whom the bearing is being forwarded.
   c. The bearing assembly must have been in use on a freight car operated and maintained in accordance with loading and other rules and standards of the Association of American Railroads for cars in interchange service.
   d. There must not have been any modifications or alterations of the bearing assembly, unless authorized in writing by the Company, nor any improper repairs or any substitution in the bearing assembly of bearing components made by another manufacturer.
4. Following inspection and repair or replacement of parts in accordance with this Agreement, the complete bearing assembly (less axle end cap assembly) will be returned by the Company to the Customer, f.o.b. Columbus, Ohio, subject to such freight allowances as the Company may from time to time establish applicable to all customers of the same class.
5. The bearing parts which are covered by this Parts Replacement Agreement are the cones, cup, cone spacer, seals, seal wear rings, backing rings and vent fittings. Other parts of the bearing assembly - axle end cap, cap screws, locking plate and lubricant fitting - are covered by the warranty referred to in paragraph 6 below.
6. This Parts Replacement Agreement supplements the warranty set forth in the "Conditions of Acknowledgment and Acceptance of your Purchase Order," under which the bearings were originally sold by the Company to the Customer.
7. Except as provided in paragraph 3d above, this Parts Replacement Agreement will apply where the condition of parts requiring replacement or repair has been found upon inspection either by the Company, or by the Customer or any other person for the Customer prior to the forwarding of the complete bearing assembly to the Company in accordance with paragraph 3b above.
8. In the event of any dispute concerning the qualification of a bearing for replacement of parts under this Agreement, the necessity for replacement or repair of particular parts, or any other question concerning the application of this Agreement, the decision of the Company will be final.
9. This Agreement is for a term of _____ months from and after the effective date, and may be extended for successive periods of twelve (12) months by notice in writing from the Company to the Customer. Following the termination of this Agreement, any bearing assembly to which this Agreement became applicable during its initial term or any extension will continue to be eligible for replacement of parts in accordance with the provisions hereof.

IN WITNESS WHEREOF, the Company has executed and delivered this Agreement to the Customer as of the effective date specified above.

APPROVED:

THE TIMKEN ROLLER BEARING COMPANY

_____
General Manager - Sales or Assistant General Manager - Sales
Railroad Division
The Timken Roller Bearing Company

By _____
District Manager, Railroad Division

Only the Timken® "AP" bearing 7-year Parts Replacement Agreement cuts maintenance cost two ways. And has been doing it since April 1.

First, we'll replace or repair any part found unserviceable due to normal wear or loading up to 7 years from date of bearing manufacture.

Second, the same service applies to bearings you *now* operate. Even to "AP" bearings manufactured 7 years ago.

Which means you save on normal operating maintenance on every Timken "AP" bearing you purchased since 1962—not just on the "AP" bearings you purchase today.

To find out how we can help you save, talk to your Timken Company Sales Engineer.

The Timken Roller Bearing Company, Canton, Ohio. Timken bearings sold in 133 countries. Manufacturing in Australia, Brazil, Canada, England, France, South Africa, and the U.S.A.

Our word is as good as our bearing.

TIMKEN®

REGISTERED TRADEMARK

TAPERED ROLLER BEARINGS

Circle 4 on coupon page 31

RAILWAY AGE

August 11, 1969 • Vol. 167, No. 6

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The 7% investment tax credit may be doomed to repeal—but a fast-depreciation rule may take its place.

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UTU's chief talks about labor-management cooperation —and has a word of warning for both sides.

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In the arid country of West Texas, ATSF has a new piece of railroad in operation for unit-sulphur-train service.

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There's a gap between word and action, in labor-management affairs. Does it really have to exist?

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. . . AND COMING NEXT WEEK

An exclusive interview with Union Pacific Chairman Frank Barnett, who talks about the industry's long-range equipment needs; and how these needs can be financed. Also: How Erie-Lackawanna, with a methods improvement program at its major car shop, has substantially reduced its bad order ratio so that it is now below the national average for the first time in a decade.

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SHORT AND SIGNIFICANT

Court upholds full-crew law in Wisconsin

Another high court has upheld the legality of a full-crew law in another state. This time, it's Wisconsin, where the supreme court turned down railroad pleas based on Constitutional due-process guarantees and undue financial burden. Similar laws were upheld late last year by state courts in New York and Ohio and by the U.S. Supreme Court in a case involving the Arkansas law.

ICC will probe Eastern roads' food-rate request

ICC has decided to investigate the rate increase requested by the Trans-Continental Freight Bureau for the eastbound movement of vegetables and melons. "There is reason to believe" the increases would be unreasonable, ICC said, after protests poured in from food sellers including Jewel, Kroger, A&P, and National Association of Food Chains. They charged that nine eastern railroads had secretly agreed to give growers a rebate ("market decline payments") if shipments arrive late and sale price is lower than on delivery date. In turn, growers allegedly agreed to support the rate increases. The increase has been suspended to March 1, 1970.

Canadian freight rates temporarily increased

The Railway Association of Canada has announced that temporary increases are being applied to some rail freight transportation charges starting Sept. 1. The move, to expire on Dec. 31, will affect about 28% of the total traffic moved by rail in Canada. The extra revenues (about $4 million) are required to offset higher costs of operation. The increases are being established on a temporary basis to allow time for the examination of the rails' total cost and revenue position.

IC air rights plan likely to be approved

Chicago City Council is expected to act early in September on two ordinances which will open the way for development of Illinois Central air rights along the city's lakefront. The property — which Mayor Daley described as "probably the most valuable undeveloped site in the world — would be developed over a 20-year period, on a basis which would provide 60% open space and 40% site coverage. Development plans call for eventual construction of 17,500 dwelling units, office buildings totaling nine million square feet of office space, and commercial development totaling 1.3 million square feet. The city is to spend $61 million for street and related improvements, with the developers putting in about $48 million in other betterments. It's estimated that the development may produce $260 million in taxes over the next 15 years.

President asks $10 billion in transit aid

The battle for a mass-transit trust fund is over—and lost. Instead, President Nixon asked Congress last week for a $10-billion, 12-year program that would be subject to annual appropriations. Under the Nixon proposal, federal aid would jump to $300 million in fiscal 1971 (from the present $175 million) and rise to $1 billion a year by 1975. Nixon would also ease the percentage limits on aid any state may get.

Westinghouse Electric wins big BART order

Westinghouse Electric, already the holder of a $26-million contract from the Bay Area Rapid Transit District, now has an even bigger piece of the action. The Rohr Corp., a California aerospace manufacturer that won the prime contract to supply 250 cars to BART, has awarded a contract to Westinghouse Electric to supply propulsion and control equipment for the cars, as well as complete truck assemblies, friction brakes, air conditioning, auxiliary power systems and diagnostic test equipment. The dollar value of the order was not announced, but Westinghouse said it was the largest ever received by its transportation division. The earlier $26-million contract was for installation of automatic train control and communications equipment.

MONDAY MORNING REPORT

TOFC FACING A "HITCH" PROBLEM?

It's true that the Federal Highway Administration is considering a safety device for truck trailers that overnight would make most railroad piggyback cars obsolete. However, the FHWA study has a long way to go before it can throw the industry's booming rail-highway business into a nosedive. Rails can still make noise.

SAFETY DEVICE WOULD GO ON KINGPINS . . .

What FHWA is looking at, through its highway safety bureau, is a device that would allegedly improve the in-motion stability of the tractor-trailer unit. The chief goal is to prevent jack-knifing. A rotating tongued arm would be added to the trailer kingpin. The arm would key into the tractor's fifth-wheel plate. Whenever the brakes would go on, the arm would lock itself against rotation. The trailer would be held securely in place.

. . . AND CAUSE EXPENSIVE ADAPTATION

The problem is that most piggyback cars have trailer hitches that cannot take a kingpin with a tongued arm. Curt Buford, Trailer Train president, has told FHWA what adaptation would mean to the rail industry. First, 82% (24,318 cars) of the TOFC fleet would have to be modified—at a cost of $9.1 million. New parts would cost $3.75 million. Labor and switching would cost $5.35 million. Second, 2,346 cars would need completely new hitches, not just alterations, and that would mean an additional $5.85 million. Third, there are 2,400 cars that couldn't be adapted in any way, and they couldn't be used for anything else, either. That would mean a $28.8-million loss. Also to be considered: revenue lost during the changeover, and the safety hazard and terminal slowdown that would accompany the need to accurately spot kingpins into the retro-fitted hitches.

TRUCKERS ARE CONCERNED, TOO

The trucking industry may prove to be an ally. Consider this statement from the engineering department of American Trucking Associations: "An inclusive and comprehensive plan of study on the whole subject of vehicle dynamics is in order. To pass regulations at this point would be folly. We stand ready to support this research, and with equal vigor to discourage any hasty drafting of new rules and regulations." The whole thing really is up in the FHWA air right now. It started earlier this year as what is known as an advanced notice of proposed rule making. The period of advance notice has passed. Now FHWA is trying to decide whether or not to announce the actual proposal for rule-making. Whenever that comes, there would be a 30-day reaction-period.

WEEK AT A GLANCE

TOFC shows signs of slippage: The question is "why?"

For most of 1969, piggyback revenue-freight loadings have been increasing at a pace best described as modest. For the three weeks most recently tabulated, however, TOFC carloadings have slipped below comparable-week figures for 1968. Railroad men are wondering —and they're not coming up with immediate answers as to why the traffic-growth leader is suddenly in a slump.

A spot-check of piggyback operating and traffic people shows no decline in optimism: Despite the less-than-encouraging figures, there are no signs that the drop reflects a trend. It is, as one observer put it, "only temporary."

Reasons for even a short-lived decline, are hard to pinpoint. Some TOFC supervisors are at a loss to figure it out; others offer possible reasons, on which there is no unanimity of opinion.

Among the suggestions: Shortages of flat-car equipment are cropping up in certain areas; cars which otherwise would be in piggyback service have been diverted to other revenue-producing uses; terminal problems are having an adverse effect on car utilization.

One major piggyback operator finds it hard to believe the figures, much less to offer an explanation for them. His road is looking at a 12% increase in trailers handled (and an 18% jump in July). His own check of other roads shows no far-reaching indication of anything but continuing growth. His conclusion: Perhaps reporting methods account mostly for the peculiar downturn.

Freight-car orders at high level; backlog climbs

Railroads and private car lines are ordering new freight cars at a rate more than double that of last year, despite tight money and uncertainty over the fate of the 7% investment tax credit.

In this year's first six months, orders were placed for 51,327 new freight cars. In the corresponding period last year, orders totaled 24,515.

The backlog of new cars on order and undelivered was 53,902 on July 1, compared with 17,806 on July 1, 1968.

The strong car market apparently reflects (1) continuing car shortages and (2) the belief that some kind of investment-encouraging tax relief will come out of Washington even though the tax credit appears doomed (see p. 17). It now appears that at least 80,000 new cars will be ordered this year. Earlier forecasts called for 70,000 cars.

New-automobile traffic brings in $261 million

With railroads continuing to boost their share of the new-automobile transportation business, gross rail revenues for new-car movement last year hit a new high—$261 million. To earn that revenue, rail carriers picked up better than 41% of the business on a tonnage basis (see chart). This earned railroads almost 56% of total new-car transportation revenues—the first time the revenue share has topped 50%. Motor carriers last year still had an edge from a tonnage standpoint. But their revenues, reflecting shorter-haul business, dropped to a 44% share of the market.

Percent of passenger vehicle tons and revenues, ICC reporting carriers, by modes, 1959-1968

Year	Percent of tons			Percent of gross revenues		
	Rail	Motor	Water	Rail	Motor	Water
1959	7.8	88.0	4.2	14.9	83.6	1.5
1960	11.6	84.0	4.4	20.5	77.9	1.7
1961	21.4	75.1	3.5	30.8	67.8	1.4
1962	27.1	70.9	2.0	36.8	62.4	0.8
1963	29.1	69.0	2.0	39.5	59.6	0.9
1964	35.2	64.1	0.7	46.4	53.2	0.4
1965	35.4	64.0	0.6	47.3	52.4	0.3
1966	35.0	64.6	0.4	49.2	50.6	0.2
1967	37.8	61.8	0.4	49.7	50.1	0.2
1968	41.1	58.5	0.4	55.8	44.0	0.2

The railroad idea: key

to our automated future

See the overhead track guiding those bodies through the rust-proofing tank? No one has to cock an eye or lift a finger.

We need *more* of this!

For America to hold its own in the world, fewer of our people must perform simple, mechanical-style functions that machines perform better and at lower cost —more people must be efficiently applied to making things and performing services of which we don't have enough.

That means automation. And automation means *guided movement* the railroad idea.

Take away a factory's assembly line, conveyors, transfer machines, the guiding slides on which tool heads travel—and you can forget automation. Without guided movement, a factory's sensing devices and programming equipment would be useless.

In the transportation field, scientists struggle to develop a practical guidance system for cars and trucks. Guiding trolleys? Electronic guidelines buried under the pavement? The complexity of the total problem is staggering.

Actually, the railroad—with its inherent and fantastically efficient guided movement system —its rails—is best qualified to be the basic mass transportation system of the future.

But railroaders are not resting on the classic advantages of the train. They're developing new ones all the time . . . giant unit trains . . . new loading and unloading devices . . . a whole new spectrum of specialized cars . . . new signaling, communication, computerization . . . welded rail . . . new m/w machines . . . new—you name it!

Where do railroaders keep up with all this? Through the pages of weekly RAILWAY AGE. What a place to tell people about *your* advantages!

Be part of the weekly excitement in

RAILWAY AGE

the transportation weekly

GUS WELTY

LINES ON LABOR

ONE SELF-STYLED COMIC, celebrating the moonshot not wisely but too well, suggested that the United Transportation Union ought to organize the astronauts. After all, he pointed out, what more natural move could a man named Charles Luna make? Well, the comic was summarily banished from the gathering. But a thought lingered on: What would have happened, if NASA ran like a railroad?

FIRST OF ALL, Apollo 11 would never have gotten off the ground with just a three-man crew. Maybe NASA could have won some concessions, and kept the complement down to about 20 men, considering a road crew up, a road crew down and three yard crews to work at initial and intermediate and final terminals.

THEN THERE'S THE SMALL MATTER of wages. Sitting on the pad, Apollo 11 weighed something over 6.4 million pounds. A weight-on-rockets scale might have applied. Potential productivity might also have been considered. Apollo 11 had a potential of more than 1.5 billion ton-miles (though, of course, most of the load was left out in space).

WHEN UNION FOLKS talk about railroad wages, though, they like to talk in terms of the staggering responsibility handed over to the crew—responsibility, for instance, for a train worth many millions of dollars. Wages, the argument goes, should reflect this mental and physical load. So it comes as something of a shock to realize that Mission Commander Neil Armstrong only made about $750 (before taxes) for taking Apollo 11 to the moon and back—an annual wage of about $30,000 divided by the nine days he was up. His two companions, paid Air Force scale, earned a lot less.

THEN, CONSIDER THIS: Apollo 11's astronauts undocked and then docked. Some kind of air-hose arbitrary might have been adapted to cover these maneuvers. Apollo 11's astronauts used not just radio but also television, and you know what that means: Another arbitrary. (NASA, fortunately, did provide free transportation to dead-head the crew to the launch pad and back from the Pacific splash-down point.)

UNION PEOPLE would be the first to say, in this case at least, that you can't compare apples and oranges, and maybe you can't. Still, a fiction writer with a wild sense of humor might have a high old time, writing a script for a NASA/brotherhood confrontation—a script titled, no doubt, "First Fireman on the Moon."

Rent-A-Train gets support from DOT in ICC probe

Illinois Central's Rent-A-Train plan for moving export grain to the Gulf of Mexico got high-level support again last week from the Transportation Department. DOT told ICC that the development of "cost-based rates" is necessary for a modern, efficient U.S. rail system.

"Rent-A-Train, better than any other tariff that has come to our attention, does relate freight rates to railroad costs and does so in a particularly difficult context of agricultural transportation. As a consequence, Rent-A-Train rates encourage shipper use of railroad facilities in a manner that redounds to the benefit of the railroad, the shipper himself, and the nation," DOT said.

The Commission July 3 declared the Rent-A-Train case to be of general transportation importance, which means the full Commission will review the issue. At that time, ICC postponed indefinitely its Aug. 28 cancellation date, ordered earlier for the rental tariff. There is no deadline on final ICC decision.

One of the issues under Commission review is the rental train's guaranteed 25 mph average speed. DOT said the speed is necessary "in order that a shipper may determine the degree of use it can make of Rent-A-Train and at what cost."

Rail manpower training plan set

Are there 2,000 railroad employees in the Chicago area whose deficiencies in communication and mathematics skills can be erased quickly? Seven railroads operating there apparently think so, and on Aug. 13 they will sign an agreement for a pilot manpower development and training program, worth $1 million. The Board of Fundamental Education, Indianapolis, Ind., will run the program. Accompanying the rail agreement will be a Board contract with the Health, Education and Welfare Department. Covering 14 months, classes will be held in facilities of local railroads. Employees will be chosen jointly by management and the labor organizations. The railroads are Burlington, Santa Fe, C&O/B&O, Penn Central, Illinois Central, Belt Railway of Chicago, and Indiana Harbor Belt.

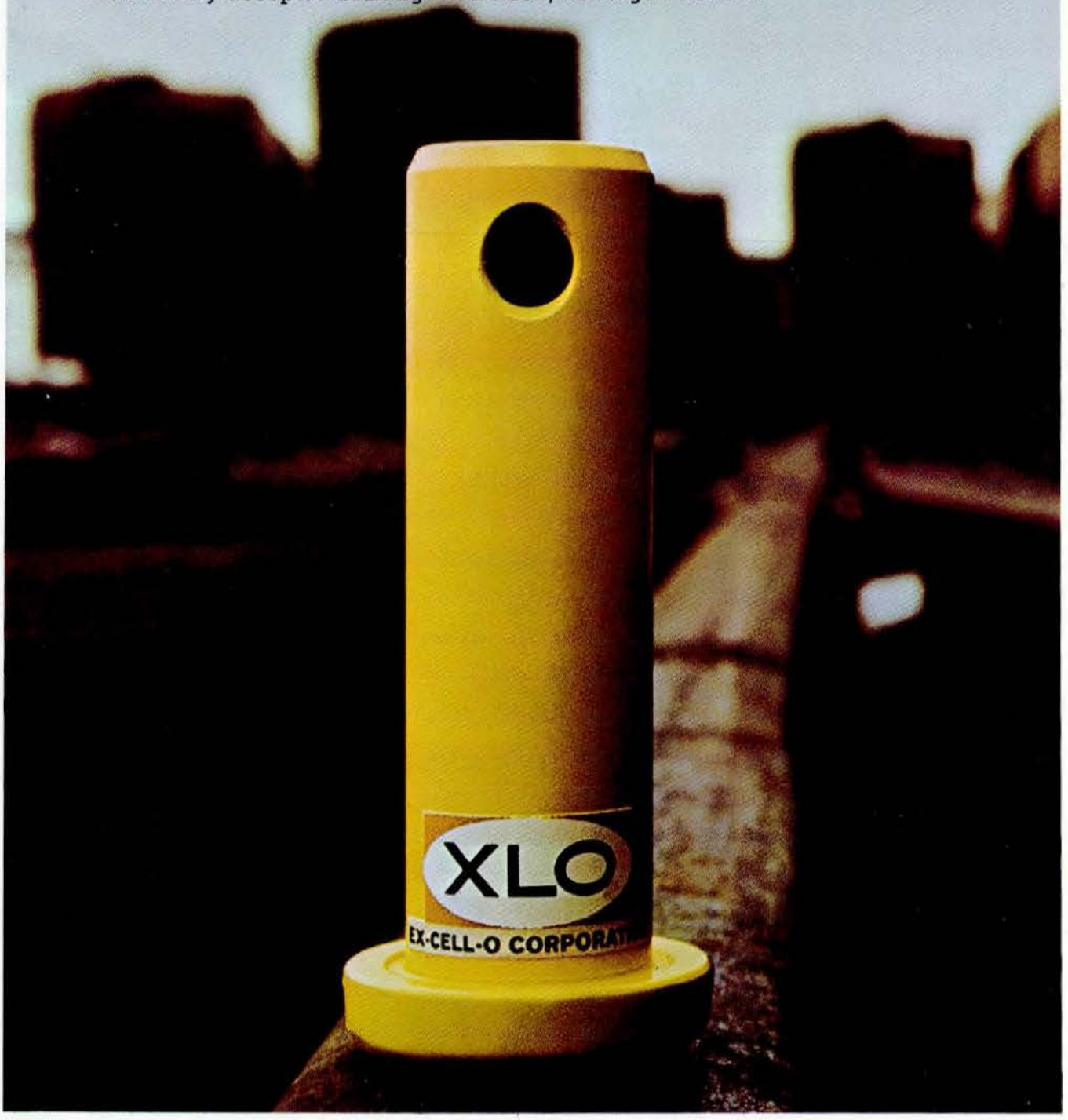
Ask WABCO about Ex-Cell-O's track record.

Westinghouse Air Brake Division demands a lot of itself. And consequently delivers a lot to its customers. Brakes that stop today's high-speed, high-mileage freight cars faster and more economically.

As a result, the WABCOPAC brake assembly is one of the most widely accepted braking systems in the industry.

One of the ways WABCO stays on top is with Ex-Cell-O F Series Pins—the toughest you can buy. Pins that roll hundreds of thousands of proven maintenance-free miles.

Like to hear more? Write Railway Products, Ex-Cell-O Corporation, Box 386, Detroit, Michigan 48232.



GM

MARK OF EXCELLENCE

THE WABASH CANNON BALL

"The Wabash Cannonball"—
another name for the Ireland, Jerusalem, Australian, and Southern Michigan Line—
tells of a mythical train built by the Bunyan Boys of Paul Bunyan fame.
It had 700 cars, and traveled
so fast that when it stopped it was still
going 65 miles an hour! One day it
reached such terrific speed that it
took off like an airplane, and
was never seen again.

From the great Atlantic ocean
To the wide Pacific shore
She climbs the flowery mountains
O'er the hills and by the shore
She's mighty tall and handsome
She's known quite well by all
She's a regular combination
On the Wabash Cannonball

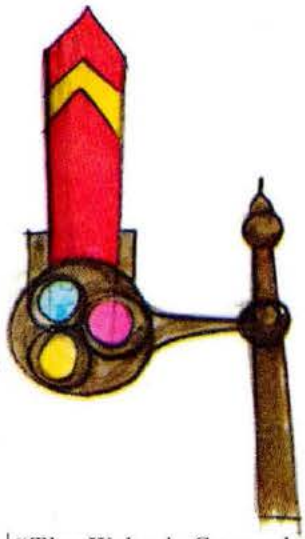
Listen to the jingle
The rumble and the roar
As she glides along the woodland
O'er the hills and by the shore
Hear the mighty rush of the engine
Hear those lonesome hoboes call
Travelin' through the jungle
On the Wabash Cannonball

Well she came down from Birmingham
One cold December day
As she pulled into the station
You could hear all the people say
She's from Tennessee
She's long and she's tall
She came down from Birmingham
On the Wabash Cannonball

Listen to the jingle
The rumble and the roar
As she glides along the woodland
O'er the hills and by the shore
Hear the mighty rush of the engine
Hear those lonesome hoboes call
Travelin' through the jungle
On the Wabash Cannonball

Here's to Daddy Claxton
His name forever stands
And always be remembered
In the courts throughout the land
His earthly race is over
And the curtains 'round him fall
They'll carry him home to Dixie
On the Wabash Cannonball

Listen to the jingle
The rumble and the roar
As she glides along the woodland
O'er the hills and by the shore
Hear the mighty rush of the engine
Hear those lonesome hoboes call
Travelin' through the jungle
On the Wabash Cannonball



"The Wabash Cannonball," like many another great old railroad song, keeps alive the colorful huffing and puffing days that every trainman loves to remember. Nostalgia for the past and dedication to progress—these are the two inseparable phases of our railroad history. We at NDH are as proud of both sides of the coin as you are. That's the reason we're running this reminiscent series of ads. It's also why we keep right on making better NDH Taper Freight Bearings. At the rate we're both going, one day soon downtime should take the "Wabash Cannonball" route into memory and myth! If you'd like us to send you a full-color reprint of this advertisement (without commercial), just ask. It's part of a continuing series which we think will make a handsome group for you to frame for your office.

NEW DEPARTURE-HYATT BEARINGS

Division of General Motors Corporation, Sandusky, Ohio 44870

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Special Record Offer!

OFFICIAL SOUVENIR ALBUM

THE GOLDEN SPIKE

CENTENNIAL CELEBRATION COMMISSION

A Federal Commission Created by the President of the United States to Commemorate the Hundredth Anniversary of the Linking of Our Continent by Railroad on May 10, 1869

OFFICIAL SOUVENIR ALBUM
THE GOLDEN SPIKE
CENTENNIAL CELEBRATION COMMISSION
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STEREO DELUXE 2 RECORD SET
COLLECTION OF HISTORICAL PHOTOGRAPHS IN FULL COLOR

Truly a Collector's Item!

The excitement and verve in the building of the First Transcontinental Railroad are captured in this magnificent album for you to hear and see:

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MARK 56 RECORDS

A George Garabedian Production

Faster write-off on rail equipment gets a first OK

Although the House tax-reform bill, on which a favorable vote was expected late last week, would repeal the 7% investment tax credit with no exemptions, rails still have a chance of getting a tax break in the proposed legislation. The House Ways and Means Committee made a late addition to its tax package that would give railroads accelerated recovery of costs for all rolling stock except locomotives.

● **Seven-year write-off.** Specifically, the House bill contains a provision for seven-year amortization of equipment instead of write-off after 14 years under current rules. The provision would apply to rolling stock (locomotives excluded) acquired after July 31, 1969, by any railroad subject to ICC regulation "if its original use commences with the taxpayer and if this begins after that date."

Eligible equipment includes self-propelled commuter cars, Also eligible is rolling stock whose construction or reconstruction is completed by the tax-paying railroad after July 31, "but only to the extent of the portion of the basis of the property which is properly attributable to construction or reconstruction after July 31, 1969."

In its report to the House, the committee noted that repeal of the investment credit might affect rails' ability to continue their investment programs at current levels.

● **Car shortages cited.** "After carefully weighing the situation of the railroads, your committee decided to provide an alternative form of incentive to encourage continuation of the present level of investment. Moreover, it believes it is more appropriate to permit a rapid recovery of the costs involved, rather than to permit a return in excess of total costs," the Ways and Means report said.

The main force behind the committee's last-minute proposal, in addition to some strong rail lobbying, was a feeling that car-supply problems would get worse without some form of tax relief. "There was a very serious concern on the part of the members about shortages of freight cars," a member of the committee's legal staff says.

The committee estimates there will be no net tax-revenue effect in 1970. In 1971, however, there would be an estimated tax-revenue loss of $5 million. In 1974, the amount would be an estimated $70 million, and in 1979 it would total approximately $100 million, the report says.

The House tax proposals would still be subject to possible alteration in the House-Senate conference action that will forge the final version of any tax-reform bill. Senate deliberation is not expected until after the Aug. 13-Sept. 3 recess.

● **Two questions.** Among the things that remain to be worked out are two questions raised by the wording of the House bill. First, are companies which lease equipment to railroads to be excluded from the amortization speed-up? According to the bill, they are, although some observers say that was not the earlier intent of the committee.

The second question is: Does the bill contain a loophole whereby some equipment will be eligible for both the seven-year amortization and the 7% credit? Apparently, that is true. The bill states: "Rolling stock that is eligible for rapid amortization also may receive the investment credit when placed in service after July 31, 1969, if it qualifies as pre-termination property under the transition rules for the repeal of the investment credit."

Reaction: Generally good

In general, the transition rules define pre-termination property as anything constructed, reconstructed, erected or acquired by a contract binding on April 18, 1969.

The tax-writing committee's action brought several kinds of reaction. First and foremost, it resulted in rush-calls for tax lawyers and accountants.

● **Favorable, but . . .** Industry sources obviously appreciated the committee's concern for the freight-car supply problem. At the same time, they expressed their own concerns regarding several issues—including the committee's exclusion of locomotives from the provisions covering fast depreciation. Some opinion also held that the depreciation period should be cut even further.

By one estimate, the benefits from the depreciation provision—as they pertain to rolling stock—would be at least equal to the benefits which have stemmed from the now-to-be-killed investment tax credit. Railroad financial experts were cautious in their own appraisal—keeping in mind, perhaps, the fact that the committee proposal still faced three tests, in a House vote, Senate consideration and (probably) a House-Senate conference. As the measure stood last week, however—and, as one financial man put it, "before I've done all the pencilwork"—railroad men seemed inclined to go along with the equal-benefit estimate.

● **Not a big surprise.** The committee's proposal was not entirely unexpected. When repeal of the investment tax credit was first introduced, railroads and suppliers went to work—as they had earlier during the Johnson Administration suspension of the credit—to make a case for railroad exemption. The case was as strong as ever, but exemption did not seem to be in the cards, and some modification of depreciation provisions was suggested weeks ago as one means of carrying forward the Nixon Administration's anti-inflation program and at the same time encouraging railroads to continue their heavy investment programs.

Like many railroad men, the Ways and Means Committee may not be sure that the only way to solve freight-car shortages is to have more cars in the fleet. But by its depreciation action, the committee at least seemed to be indicating that it didn't want to take a chance on worsening an already-tight situation —and that it did want to do whatever was possible in the interest of strengthening rail transportation.

FROM UTU'S CHARLES LUNA—

Advice to both sides: "Let's not get too greedy"

If Charles Luna were to retire today as president of the United Transportation Union he would have quite a career to look back on. There was his climb—a relatively fast one—from local chairman on Santa Fe to president of the Brotherhood of Railroad Trainmen, biggest of the operating unions. There was his participation in the historic work-rules struggle—in which the BRT battled back from resounding defeat and wound up wiping away many of the crew-consist gains won by the railroads in that long fight. There was his role as a chief architect of the merger which brought four unions together in the UTU. There is the continuing disagreement on the fireman-off/fireman-on issue. And Luna isn't quite ready to turn in his UTU card and retire to Texas. There are a few more things he wants to see happen. In this conversation with Railway Age Senior Editor Gus Welty, Luna keeps returning to a theme not always associated with the thinking of unions and their chiefs: The need for change —and the need for rail management and labor to work together in building a stronger industry.

Q. Mr. Luna, you've said you're hopeful that UTU and the railroads can arrive at a settlement of the whole manning question—yet talks broke down on the basic issue involving the firemen. . .

A. I'm still hopeful we can work something out—so we don't have another donnybrook like the one that began in the late 1950s. I think it's time that we recognize each other's rights, recognize what needs to be done—and have people on both sides of the table who are big enough to do what has to be done.

Q. Committees from the railroads and from UTU have been trying to work out these problems. Why haven't they succeeded?

A. I said I was disappointed that those talks seem to have failed, and I am disappointed. I still hope these things can be settled at the table—you know, that's where they will be settled, that's where they have to be settled as a final thing. I haven't lost my faith in collective bargaining, and I haven't lost faith in the people on the manning committees. But I'll tell you this: Nothing can be settled if either side gets too greedy.

Q. How do you define "greedy"?

A. Well, for the carriers I define it as wanting too much, too quick. For the organizations, I define it as wanting something, and holding out for something, that they know is an impossibility.

Q. At the end of this year, the so-called Luna Agreements on crew-consist in the East will expire. What are you anticipating will happen?

A. That doesn't worry me—because I remember how the railroads have dragged us around to keep from going to the bargaining table, and with what they taught me on the last go-round I know I can go on for years without ever having to settle. But really, I'm hopeful that we can sit down and work out the whole manning issue and get it bedded down—so we can go to work on something more constructive in the railroad industry.

Q. By that you mean . . .

A. I mean changes that can get more business for the railroads, changes that will give better service to the people using railroads and changes that will put the railroads back up where they used to be in transportation.

Q. And changes on the part of the organization could include more flexibility in consist, more flexibility in manning?

A. This isn't a one-way street we're talking about—it's a two-way street. It takes two people to make any kind of agreement, and it takes both sides to make any agreement work. We argue about a lot of picayunish things. But if you get the issues out on top of the table, you find they're not as great a stumbling block as you thought they were.

Q. Top-level people in UTU have had talks with top-level people from several railroads—Illinois Central and Penn Central, to name two—on new-service arrangements that would be a breakthrough . . .

A. Here's what happened in both those cases. We talked on generalities and we were interested. But when we got down to specifics, their thinking was so complicated that we just didn't know how to handle it. I'll be frank with you. I'll go a long ways, on getting new business. But when you talk about

making runs that break down the line between road and yard work —which has been around for 100 years—and when you talk about runs that encompass five seniority districts, you've got a problem on your hands, in the equalization of the work. You can take two seniority districts and do it easily. You give this man a month and that man a month, and you keep peace in the family. But when you take four or five or six districts, you've got a headache that won't stop. I think the carriers are trying to stretch things too far and too quickly.

Q. You're willing to go for flexibility, but gradual flexibility . . .

A. To start with, our people don't want to change. They'll give you an awful argument, that "We've been doing it this way for years and that's what our contracts call for and let's not give the carrier anything."

Q. So you have a selling job to do . . .

A. I have a big selling job on my hands. And the carriers shouldn't be trying to get everything with a first agreement. I think you ought to try something new on a smaller scale, see how it works—and then expand on it, if it does work. The Reading Bee-Line agreement came that way, and I think all of us have to admit that it's been successful for both management and labor.

Q. But there was opposition to Bee-Line at first . . .

A. There's opposition to any change. Back on the Santa Fe when I was general chairman I put in the first pool for passenger trains. Men would be working less time for the same money. And I had a lot of opposition. So I said "Let's try it for 90 days or six months, and put in a cancellation clause to protect us if it doesn't work." In 90 days, our people would have been just as mad if we had tried to change back to the original way. The men just don't like change. They're fearful of it, even it it looks good.

Q. So far as crew-consist is concerned,

Pardon me for blowing off a little steam.

BERV

A mobile power house. That's me. Born in the Berwick shops with a bellyful of steam generating equipment. Bound for Iran. Give me a 5600 gallon sip and I'll power a pile driver for two weeks running. Or keep cars full of customers cozy to journey's end. I'm a special breed of car built by a special breed of car builder a long way from Tehran. Some railroads will go far to get what they want. All the way to Berwick.

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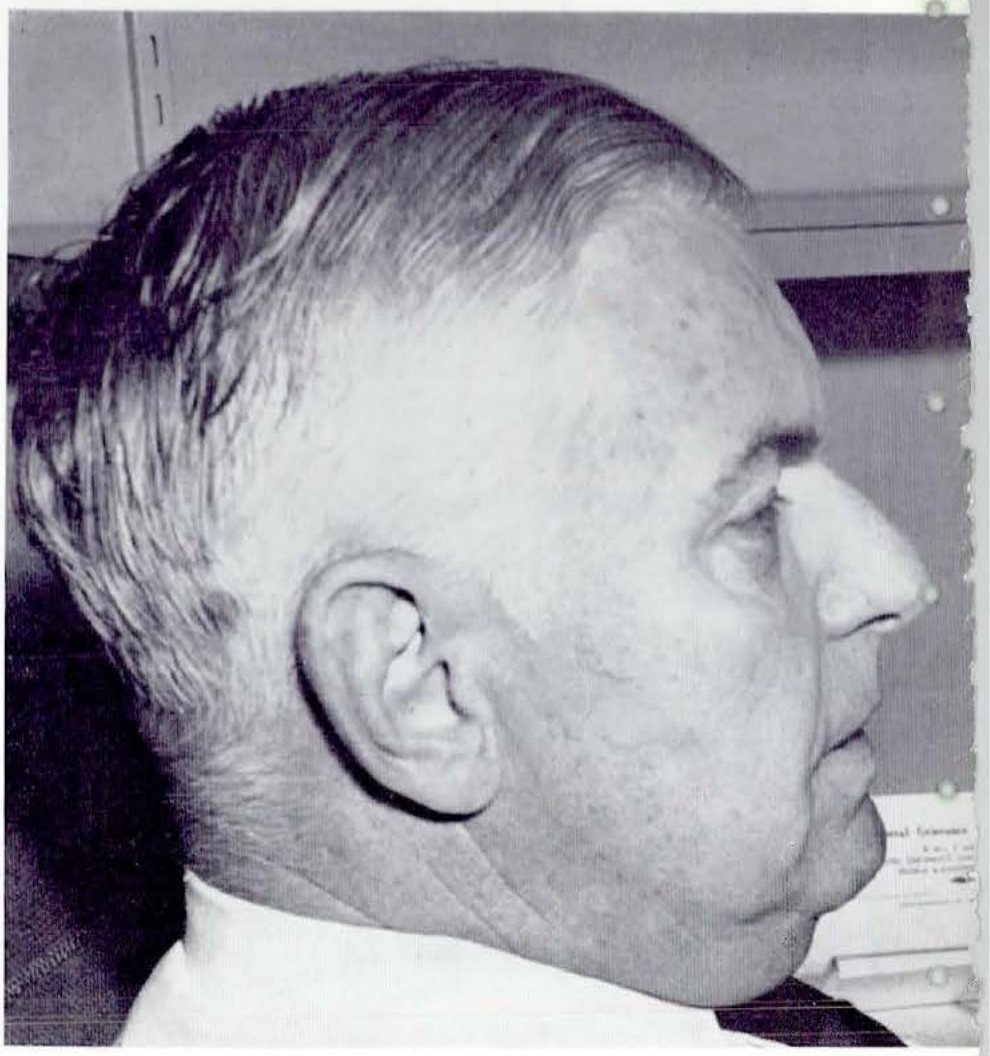


you've pretty well established that handling is a local proposition. Doesn't this also imply that handling can be flexible?

A. It could be. That's one of the things that can get sticky—can this road do this, or can that road do that? And there's also the matter of pay—who's to get the savings? People talk about paying extra money to men working short crews, but there's one thing that nobody seems to understand. Say you've got a crew on the ground working one-and-one and another crew working one-and-two. A supervisor won't put the one-and-two crew on easy work, because he has the one-and-one crew. And the one-and-one crew winds up with the easy work and the extra pay.

Q. **But there should be some way of working this out . . .**

A. It's one thing I think we can try to work out.

Q. **So your mind is not closed against the idea that some jobs demand more or fewer men than others . . .**

A. I've said that all along. But you can't write an ironclad rule in a national agreement to cover it. It's got to be railroad by railroad and crew by crew.

Q. **But there could be variations . . .**

A. We've told the railroads several times that if they would be specific on a crew's work, we could work something out. But the railroads have been reluctant to be specific. Most industry has a job description on every job. Railroads don't want to do that.

Q. **Why not?**

A. I don't know. I imagine it's because they like to have the flexibility of taking any crew and doing any work. As a railroad man, I know that if one crew does something better or faster than another, a supervisor is going to take advantage of that. Pay isn't the whole answer. I think when a man bids a job, he's entitled to know what he has to do—what kind of work, whether it's a lead job or an industrial job or whatever.

Q. **You've talked about the need to get new business on the railroads. One of the boldest moves in that direction was Santa Fe's starting "Super C." It's had great publicity. But the one negative thing noted is that it takes 18 crews to move that train between Chicago and Los Angeles. This doesn't make labor look so good . . .**

A. I think that could be settled, and I don't think there would be any trouble doing it. I wrote the first interdivisional-run agreement on that road, and it's still in effect. But to my knowledge, the Santa Fe never has asked for a change on "Super C." If they'll make the specific job and post it, I'm sure they wouldn't have any trouble working something out.

Q. **How about other specific kinds of service—minitrain, for instance?**

A. One thing I'm very much interested in is intra-city service. Railroads have lost practically all of this business, because it may take a rail car four or five days to get across town and a truck can do it in a few hours. My thinking is that something should be worked out to permit a railroad to pull cars out of a shipper's plant and run them right through to the receiver's plant—to cut out all the delay in going through these large terminals.

Q. **You're talking of something more or less similar to Bee-Line?**

A. It's a little different. I'm talking about moves entirely within a switching district, where some kind of agreement could be written so that each railroad could move cars from shipper to receiver without ever cutting loose from them. You'd cut out all the interchange delay. You know the terminal is where the time is lost. You run like the devil to get a train into a

"You ought to try something new on a smaller scale, see how it works..."

"I think the railroads ought to be exploring some form of profit-sharing..."

"We have to have new thinking—on both sides of the table..."

yard, and then you lose all that speed in the yard—because railroads want to hold up interchange until they get 100 or so cars to go.

Q. In all of this—in moves like those you describe and in other proposals—you run headon into the question of manning and payment . . .

A. Yes, you do. But I keep on being optimistic that we can do business. For instance, I think the railroads ought to be exploring some form of profit-sharing—where the railroad would be permitted to make efficiencies and the men would share in the savings. We wrote a bus agreement along these lines 15 years ago and it's still working. It's been advantageous to both the men and the company. For a railroad, I think you'd have to do it on a ton-mile basis—set a ton-mile floor and then provide incentive pay on business above that floor.

Q. Have you talked with any railroad people about this?

A. I haven't talked about it, but I would be willing to. Here again, I think something could be done.

Q. Something like this would require a new way of thinking on both sides . . .

A. It would. But I believe the main thing we have to have in the railroad industry is new thinking on both sides of the table—if we're ever going to acomplish some of the things that need to be accomplished. I'll be the first to admit that the employees are against change. But there has to be change—on both sides.

Q. How about the meetings that have been held between top railroad people and top union people? Are you making progress?

A. We're taking steps in the right direction. I'll say this: I've found out in my dealings with all the railroads that 99% of the trouble is on the lower or local levels. I find that all the presidents I deal with—or at least the great majority of them—are willing to do what is right on any given subject.

Q. But are you making progress in the discussions?

A. I think so. We've made it a part of the ground rules, that we don't get involved in controversial issues, bargaining issues. We're trying to handle things that are for the betterment of both sides. I find we can explain points to these men, and if they have the time to devote to considering these points then we don't have much trouble. These men want to do what's best for their companies. Each of them has an obligation to his company—if he didn't, he wouldn't be president. At the same time, they seem to give more thought to our problems than we find when we get lower down on the totem-pole of people we deal with.

Q. You have a limited amount of time left before you reach the retirement age set by the UTU constitution . . .

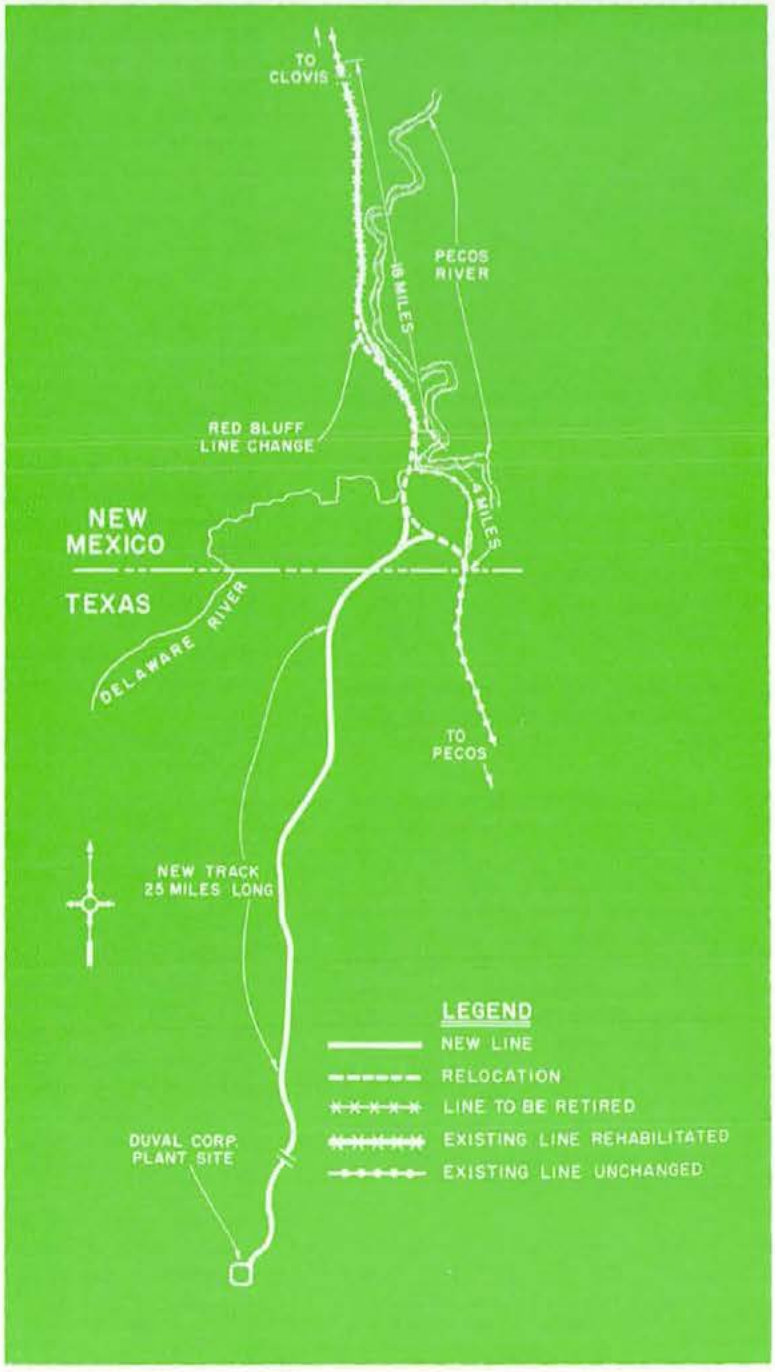
A. This year and then two more.

Q. When you step down—what do you want to be remembered for?

A. Well, I guess I'd like to have people think that I contributed something to the labor movement and that I contributed something to the welfare of the people we represent. We've been pretty fortunate along that line, improving the members' position as to wages and benefits. Certainly, I'd like to see the manning question settled before I go. And of course, there's the UTU merger. People tried to get these unions together for 50 years. We got four of them together. I think it should have been five, and I'm hopeful someday it will be five—with the Engineers in, too. And I hope people can remember that I had a little part in getting these unions together and contributed that much to the labor movement in the railroad industry. ■

SANTA FE'S NEW LINE stretches across desolate country to tap a new mine and a new source of revenue.

FROM A POINT in New Mexico, the line heads south to Duval's plant.



Santa Fe gets a new line built—in a hurry

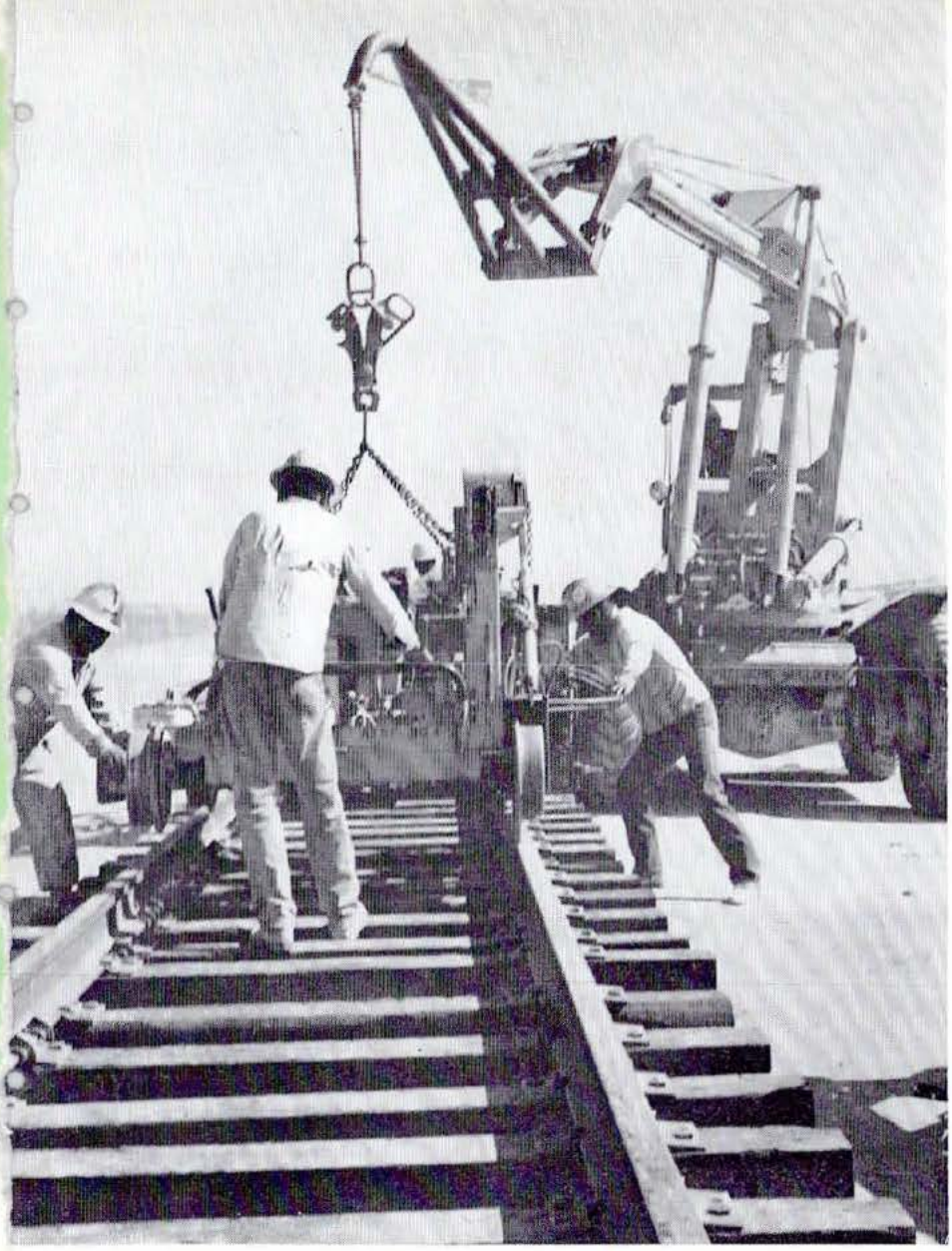
Molten sulphur is the traffic; unit trains will haul it

When a corporation makes up its mind to install a new production facility to be served by a new railroad line, the heat is usually on to get the line built—fast.

That was the case when the Duval Corp. decided to exploit a sulphur deposit located in a sparsely populated area of far western Texas. Duval planned to extract the sulphur by the Frasch method, which involves the injection of superheated steam into holes in the ground to dissolve the sulphur, and then to ship the molten sulphur in railroad tank cars to Galveston, Tex., for export.

For Santa Fe, getting rail service into Duval's $58-million plant has involved construction of about 30 miles of new railroad, along with the rehabilitation of 18 miles of line on the existing Pecos District between Carlsbad, N. M., and Pecos, Tex.

Construction of the new line began March 24, soon after Santa Fe obtained



RAIL ANCHOR applicator gets a lift-off to make room for the rail train.

ICC approval for the project. Work was completed in less than four months —and revenue service over the line is scheduled to begin in the autumn.

● **66-car trains.** Santa Fe will be handling the molten sulphur in 66-car unit trains of 13,000-gallon heavily-insulated tank cars. Eventually, four trains will be in service, in a continuous turnaround operation between the Duval plant and Galveston, a 1,840-mile roundtrip. About one million tons of sulphur will move over the route during the first full year of plant operation, and traffic is expected to climb to 2.5 million tons by the fifth year.

In building the new line, Santa Fe used a combination of tried-and-true techniques and a few new ones:

—It made use of the straddle buggy, which has become a familiar piece of equipment on ATSF new-line projects.

—It changed normal procedures in spiking and anchoring rails, to prevent sun-kink problems.

—It called on a computer to figure grading quantities, including the amount of material to be removed from a cut or placed for an embankment.

● **Line change involved.** Duval's sulphur deposits are located west of the Carlsbad-Pecos line near a point known as Rustler Springs. To reach this point a line was projected that tied in with a change in the existing line, where it crosses the Delaware River. (Santa Fe wanted to provide a new bridge and to establish the crossing of the river at a higher elevation, and by making a four-mile line change it was possible to build the bridge without interfering with traffic.)

As part of the over-all project, it was also found necessary to upgrade a section of the existing Carlsbad-Pecos line from Loving, N. M., southward for 18 miles to the point where the line change joins the existing route.

● **It's in arid country.** The new line was projected through rolling, arid country in which the vegetation consists mostly of sagebrush and greasewood. The maximum grade against loaded cars is 1.0% and against empties it is 1.5%. Maximum curvature is 1 degree, 30 minutes.

The standards adopted for the new trackage include 131-pound relay rail cropped and welded into lengths ranging from 1,495 feet to 1,610 feet. Eight-foot ties are used; ballast is volcanic cinders. The long strings are joined by field butt welds of the thermite type, and the rail is box-anchored at every other tie except at switches and insulated joints where it is fully box-anchored for 60 ties in each direction. The line is not signaled but insulated joints are required for the track circuits where highway crossings have automatic protection.

● **Prestressed concrete bridges.** Although this is very dry country, the occasional rains are sometimes heavy and the run-off is rapid. Ample waterway openings must be provided, and for the larger openings Santa Fe adopted a standard type of construction—prestressed concrete box beams supported on bents constructed of concrete-filled, spiral-welded steel pipe piles and cast-in-place concrete caps. The standard span length is 28 feet which corresponds to usual mainline construction.

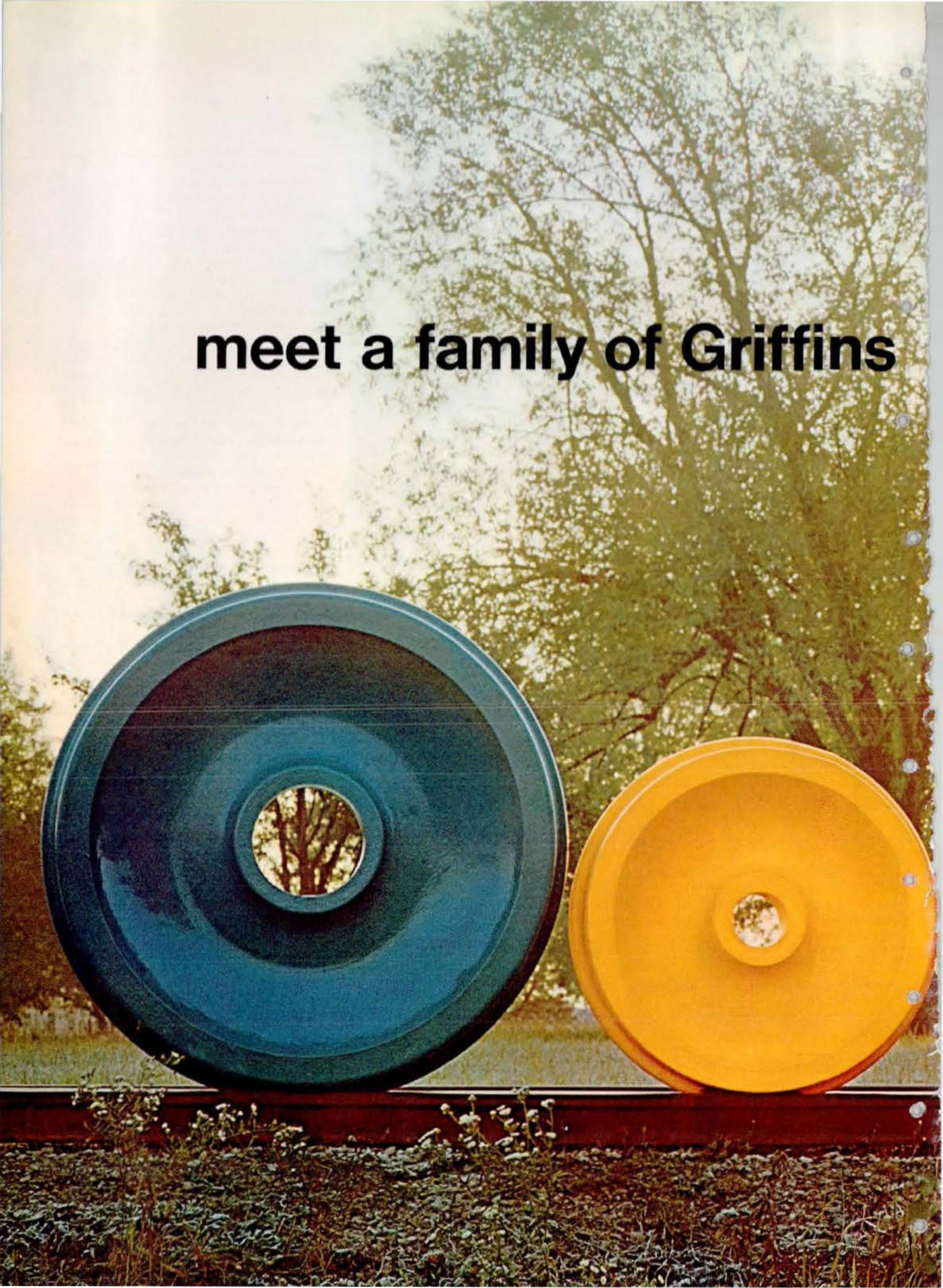
Thirteen prestressed-concrete-type bridges were built, the longest across the Delaware River. In addition to ten 28-foot spans, this structure has two 60-foot spans, also consisting of prestressed concrete beams. Each of the 60-foot spans consists of four box beams; the 28-foot spans have two such beams.

The next longest bridge was built across the Red Bluff River on the rehabilitated line. This structure, made up of eleven 28-foot spans, was built on a line change about a mile in length and was placed at a higher elevation than the old bridge (which was a pile trestle in need of replacement).

In constructing the standard bridges, the piles were driven in predrilled holes and necessary additional length was obtained by welding sections of pipe to those already driven.

● **Culverts 12 feet in diameter.** In addition to the bridges the line has 92 corrugated metal culverts. Biggest of these is a double structure in which the barrels have a diameter of 144 inches.

The general procedure adopted by Santa Fe in carrying out this project was to have the grading and bridge work done under contract and to per-


meet a family of Griffins

From left to right: Diesel Griffin, Transit Griffin, Freight Griffin and Passenger Griffin. Together, they make up the finest line of steel wheels offered today.

All are pressure poured by the exclusive Griffin process. Tolerances are held to 20 thousandths of an inch, so little or no additional grinding is ever necessary. In fact, we pour wheels with only two tape sizes of variance! And because they are pressure poured, you can count on more miles of trouble-free operation.

For more than 90 years Griffin has been giving railroad men the best in wheels. We expect to keep on rolling.

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form the track-building work with its own forces, using one of its regular rail-laying gangs. The H. B. Zachry Construction Co., San Antonio, Tex., won the general contract for the grading and bridge work.

Responsibility for over-all supervision went to W. H. Clark, chief engineer of Santa Fe's Western Lines, reporting to R. H. Beeder, chief engineer of the system. In direct charge in the field was F. L. Stroud, construction engineer, assisted by B. L. Carder. Field headquarters were established at Carlsbad.

● **Importance of planning.** "The most important aspect of a project like this," says Clark, "is the planning and coordination of the work, aimed at a specific completion date, being prepared at all times to deal with unforeseen circumstances. Our objective is to keep all phases of the work in step with each other while retaining the flexibility to make changes if there should be a slowdown in any phase of the work."

A primary concern was the need to keep the grading and bridge work ahead of the track laying. For moving the 1.3 million cubic yards of material involved in the grading operations, the contractor assembled a large fleet of modern earth-moving machines that included three scrapers with 54-cubic-yards-capacity each.

● **Water-supply problem.** To obtain optimum compaction of the material placed in embankments it was necessary to add water, and supply presented a problem in this arid country. But the contractor was able to locate water holes at widely spaced intervals, and the water was delivered through a pipeline laid on the ground along the right-of-way. One measure of the distance the water had to be pumped: The contractor had at his disposal on the job about 22 miles of piping.

In excavating many of the cuts, the contractor had to contend with a problem created by the presence of boulder-like formations of gypsum rock. Since these were present only in scattered form, exploratory borings did not give a complete picture of the underlying conditions, and so it was not always possible to detect the presence of the gypsum rock until it was actually encountered during the grading operations.

The gypsum rock also presented blasting problems. "Sometimes the contractor had to shoot a cut three or four times before the material was in shape to be handled by the scrapers," says Clark.

Variations in subsoil conditions were also a factor to contend with in driving the steel tubular piles for the bridges. On occasion it was necessary to drive the piles to considerable depths to obtain the required bearing power. Piles as long as 119 feet from tip to cut-off were required in constructing the Delaware River bridge.

THE COMPUTER LENDS A HAND

Through a communications-computer hookup between Carlsbad and Los Angeles, on-site personnel got computer help in determining cut-and-fill grading quantities.

● **Building the track.** Construction of the track was an exercise in logistics. The welding of the rails was done by the electric-flash butt method at a company-operated plant at Pampa, Tex., nearly 400 miles from the project. Three rail trains were used, two double-decker (24 strings) for the 1,495-foot lengths, and one with six tiers (72 strings) for the 1,610-foot lengths.

The rail welding plant was operated on a two-shift basis, and Clark explains that an important consideration was to have a rail train at the plant at all time for loading to avoid lost welding time. The general pattern of the rail-hauling operations was always to have one rail train at the welding plant, one en route and the third at the railhead being unloaded.

Crossties for the project were preplated at Somerville, Tex., where Santa Fe has a timber-treating plant. Ties were placed in bundles (12 ties each) and brought to the railhead in the same trains which carried the welded rails. The volcanic cinder ballast came from Arizona.

● **Straddle buggy lays rails.** As the track-laying began, bags of rail anchors and drums of spikes were trucked ahead and distributed. Next, the ties were distributed from trucks and then lined and spaced. For unloading the long rails, the same straddle buggy was used that has figured in several other new-line construction projects on Santa Fe in recent years. With this buggy, two long rails at a time are pulled off the rail train onto rollers that are carried on the straddle buggy and placed at intervals on the ties as the vehicle moves forward. Later, the rollers are removed from under the rails and reloaded on the buggy for use in unloading the next strings.

● **Preventing sun kinks.** The track-laying procedure used represented a departure from usual practice in an important respect. General practice when building track with continuous-welded rail has been to spike the rails ahead of the rail train at only every fifth tie or so. Then, directly behind the rail train, the track is fully spiked and anchored.

But on this Santa Fe project, the rails were fully spiked and anchored before the rail train passed over them. The reason for this practice, as explained by Clark, is that it allows the ballast to be distributed directly behind the rail train, thereby reducing the possibility of sun kinks occuring in the rails. Also, he says, the practice reduces the distance the ties have to be hauled ahead.

The practice of fully spiking and anchoring the track ahead of the rail train required that these operations be done rapidly and with equipment that could be quickly removed from the track to allow the rail train to move forward for unloading the next pair of rails. The equipment used included, in addition to the straddle buggy, a 365-cfm on-track compressor driving four Racor Dual spike drivers; two hand-

held pneumatic spike drivers, operated by an off-track compressor, for driving any spikes that had to be passed up by the Dual spike drivers; and four Racine Anchor-Fast anchor applicators, two operating on each rail. When clearing the track for the rail train, the on-track compressor was placed on a set-off, but the other machines were lifted onto the shoulder by a Pettibone Mulliken Speed Swing.

● **"One-armed bandit" for lining.** The equipment ahead of the rail train included a special unit for lining the track. Named the "one-armed bandit" by the men, this unit was a small crawler tractor fitted with an hydraulically operated arm mounted at right angles to the tractor. With the tractor spotted on the track shoulder, the arm could be extended to grip the opposite rail and then move the track laterally in accordance with line markers embedded in the roadbed. "This practice reduced the amount of lining to be done after the ballast had been distributed," explains Clark.

After the ballast had been unloaded behind the rail train the track was given a 5-inch raise and tamped and lined by a Plasser Duomatic machine which tamps two ties simultaneously. Behind the tamper two Racine Anchor-Tight machines were used to tighten any anchors that were not bearing firmly against the ties. Finally, the ballast was shaped.

Manpower used included a gang of 20 laborers and an assistant foreman for unloading and distributing the crossties. The unit engaged in unloading and laying the long rails consisted of a foreman, three assistant foremen, eight machine operators and 36 laborers.

● **Computers figure quantities.** Computers were used to figure the grading quantities. Stroud had an IBM card punch machine in his field headquarters at Carlsbad, which was connected with a computer bank in Los Angeles. He explains the use of the set-up:

"IBM cards containing engineering data are fed into the card reader. The Los Angeles computer accepts this data, lists it and in a few minutes we receive a print-out of grading quantities as staked. This tells us the quantities of materials required in an embankment or the amount of material to be removed from a cut."

In rehabilitating the 18 miles of existing line, tie renewals were made at the rate of about 1,000 per mile, the existing 60-pound rail was replaced with 131-pound welded rail and the track was reballasted. Also, where necessary bents in existing trestles were redriven and some of them were lengthened to provide a larger waterway area. ■

FRANK MALONE

WATCHING WASHINGTON

WHILE YOU'RE LOOKING at rail prospects for benefits in the House tax-reform plan (p. 17), consider the chance for relief in another form—protection against discriminatory state and local taxation. The action here is on the Senate side. The outlook is good. Warren G. Magnuson is leading the campaign. He's been member and chairman of the Commerce committee as long as equal taxation has been talked about. This, however, is the first year he's introduced the measure himself.

"IN THE PAST," Magnuson says, "I was reluctant to urge enactment of similar legislation because I believed the state taxing agencies and state courts should be given every opportunity to correct their outdated procedures . . ." But enough is enough. First, there has been no corrective state action. Second, when the matter came before the 90th Congress, States asked for more time and got it through (1) failure of anti-discrimination laws to make any progress and (2) amendment to allow states three years after enactment to correct imbalances on their own. The three years is part of the current proposal, too. Now that the extra-time question is settled, the legislative question should be settled too, Magnuson says. Like previous proposals, the Senator's bill (1) makes unlawful tax assessments which are higher for carriers than for other taxpayers, and (2) gives carriers the right to challenge unfair state taxation in Federal district courts.

AS COMMERCE COMMITTEE CHAIRMAN, Magnuson has consumer interests to watch as well as those of interstate carriers. And the ultimate victims of unequal carrier taxation, he says, are shippers and consumers because taxes are included in increased rates. Rail customers are the most vulnerable, Magnuson says. Eight years ago, a Senate study group reported a "deliberate practice of assessing railroad property at a proportion of full value substantially higher than other property. . . ."

THE NEXT STEP for the bill is consideration by the surface transportation subcommittee in executive session. Afterwards, the bill should go to the Senate floor. Hearings were held on July 30. The record stays open for comments by states. The executive meeting probably won't come until after the Aug. 13—Sept. 3 recess. Hopefully, there will be no recess of Magnuson's determination. Rails claim they've lost $900 million in nine years from imbalance in state taxation.

AS THE PUBLISHER SEES IT:

Outlook is brighter for RR exports

ROBERT G. LEWIS

Many U.S. railway supply companies tend to be pessimistic about their opportunity for exports. The market for railway equipment is worldwide, with especially bright spots in Australia, Africa, and Latin America. This is generally recognized, but the feeling seems to be that we cannot compete with European and Japanese manufacturers because our labor costs make our prices too high, or because other nations provide better credit terms.

Right now the situation is a great deal brighter than it has been.

"Europe is in the midst of a surprise boom . . . Machine tool and steel companies are running flat out. . ." says Iron Age magazine in a special report.

Machining space is difficult to find. European machine tool firms are enjoying their best year since 1961. Prices for machine tools are firmer. Capacity is being strained, Iron Age reports, and deliveries are being pushed back, with some orders stretching into 1971.

A check of European steel centers, Iron Age says, indicates that the boom will continue through 1969 with no slowdown likely earlier than the first quarter of 1970. European producers have jumped prices as much as 30%. Iron Age says increases are a full 100% on some high demand items. So U.S. steel products are suddenly much more competitive in markets not just in Europe but all over the world.

The import of steel and steel products into the U.S. is expected to drop from 16 million tons in 1968 to 10 million tons in 1969. Meanwhile U.S. exports doubled to 1.5 million tons in the first five months of 1969 compared to 1968.

There have already been some firm commitments for purchases of U.S. railway equipment by West Germany. The Bonn government, to compensate for heavy U.S. expenditures in maintaining defense forces there, has agreed to purchase more than a billion dollars worth of goods from the U.S. over a period of two years. Most of this will be for military equipment, but a substantial portion, $125 million, will be for commercial goods and is to include automatic railroad coupling devices for the German Federal Railway. This no doubt reflects West Germany's concern over their ability to provide the steel for the total program of conversion to automatic coupling. There is a possibility that other Western European railways will have to look to U.S. coupler manufacturers to meet the U.I.C. timetable for conversion from screw-type couplers to automatic.

Gene Beaudet, editor-in-chief of Iron Age, told Railway Age that "this is the first time in ten years that the U.S. was even making an attempt to supply the European area." Since much railway equipment such as rails and track accessories, castings, underframes, wheels and axles, and machine tools, involve large tonnages of steel, and machine time, too, the European shortage should create a fresh and unmatched opportunity for American suppliers to move into that market, and into the worldwide export market usually supplied by the Europeans.

American railway equipment has always enjoyed a good reputation on most of the railways of the world.

Do U.S. railway men have anything to gain from the suppliers' strengthened export market? I would say very much. It increases the suppliers' interest in the railway market; evens out the manufacturers' peaks and valleys, and, if the volume is significant, lowers unit costs.

Container growth forecast

The Port of New York will be handling more than 15 million tons of containerized cargo annually by the mid-1970's, triple the present volume, predicts Maurice de Picciotto, supervisor of marine terminals handling for the Port of New York Authority.

De Picciotto told the Transportation Committee of the Aluminum Association that the switch to containers will have a great impact on the shipping, railroad and trucking industries.

At least 6 million trucks will be needed to move containerized cargo through the combined New York and New Jersey terminals annually by 1975, and these will be supplemented by 50,000 rail cars. "This latter figure does not include any piggyback operations which can be predicted for the near future," said de Picciotto.

He noted that facilities at the Port Authority's Newark and Elizabeth marine terminals are currently being expanded and added: "At the completion of this development, it is expected that a stable work force of 12,000 earning over $80 million a year will be employed at these two facilities."

● **The hardware.** Another speaker, M. C. Crockett, chairman of the Aluminum Association's Transportation Committee, described the role of aluminum in the container revolution.

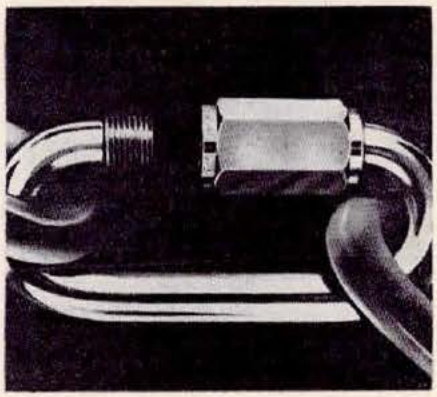
Crockett said an estimated 225,000 containers will be in service by 1972: "More than 60,000 aluminum containers are in use today and we have every reason to expect that our present 80% share of this market will continue, and may in fact improve as true intermodalism of containers develops. The container of the future will indeed be required to adapt to air, truck, rail and sea modes of carriage."

● **Equipment register.** There was additional evidence last week that the container is beginning to come into its own. This came with the appearance of a new publication, "The Official Intermodal Equipment Register," which is being issued four times a year beginning with this year's fourth quarter. Offered by the Intermodal Publishing Co. of New York, it is designed "to provide shippers, carriers and others interested in intermodal transportation with accurate information on container and trailer equipment, loading facilities and personnel" of companies involved in intermodal service. ■

NEW PRODUCTS REPORT

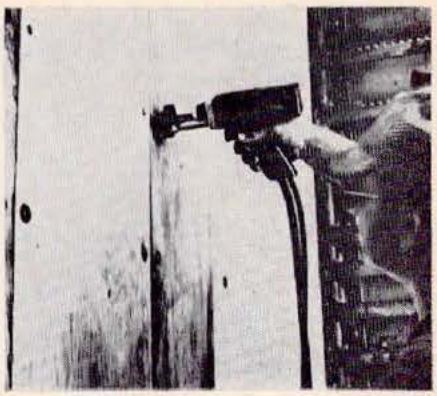
Air-operated toilet (RA-1)

An air-operated, recirculating flush toilet requiring no motor and having only few moving parts is claimed to reduce maintenance and servicing costs below other self-contained sanitation systems. Pneumatic operation is suited to railroad car applications with the ready source of compressed air. A regulator establishes the 10-psi air pressure which actuates the diaphragm pump that flushes and fills the bowl with chemically treated water. *Monogram Industries.*



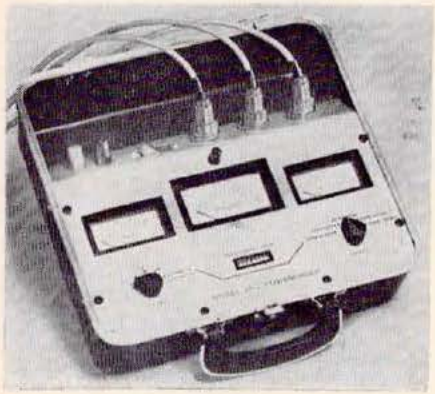
Chain connectors (RA-2)

Rapid-Link repairs broken chain without use of tools. It instantly connects the unbroken links and tightens with finger pressure. The low-carbon steel (galvanized) used for the links has "the ultimate tensile strength beyond BBB chain of a comparable size." The Quick Links can also be used to add hooks and fittings, mend binding chain, and repair field machinery. They are available for 3/16-, 1/4-, 5/16-, 3/8-, and 1/2-in. chain. *Industrial Sales Co.*



Fastener system (RA-3)

The Carliner System being used by ACF to apply linking in 2,000 N&W 50-ft box cars employs a KSM Autoweld stud gun for welding plain, unthreaded steel studs to car walls through pre-drilled plywood sections and then a pneumatic gun to hammer cup-shaped clips over studs to a point flush with the wood. Tests have shown the clips can withstand a pullout force of 1,100 lb. They cannot be loosened by jarring or vibration. *Omark Industries.*



Horsepower indicator (RA-4)

The electronic Powerfinder is said to provide a continuous check of diesel locomotive performance; to indicate when an overhaul is required; to assure that engine meets horsepower standards upon completion of overhaul; and, in multiple unit situations, to assure that each unit pulls its share of the load. Both the permanent and 9½-lb portable models operate on 64 to 75 volts d-c and measure generator horsepower from 0 to 6000 hp. *Audn Corp.*

Insect control (RA-5)

Pyrethrin, which is safe for use around food and humans, is the principal ingredient used in the Hub States Automatic Clean-out Fogger aersol spray can used in Santa Fe passenger cars to eradicate crawling and flying insects and to kill roaches that gas and residual sprays do not reach. Droplets are emitted straight upward from can and, with discharge nozzle clamped down, fogging continues until contents of 6-oz. can are discharged. *Hub States.*

RAILWAY AGE
THE TRANSPORTATION WEEKLY

30 Church Street, N.Y., N.Y. 10007 READERS' SERVICE (Att. J. Lindstrom)

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PLEASE SEND INFORMATION ABOUT PRODUCTS DESCRIBED ON PAGE 31 MARKED: RA-1 RA-2 RA-3 RA-4 RA-5

NAME ..... TITLE .....

ADDRESS .....

COMPANY .....

CITY ..... STATE ..... ZIP .....

• Inquiries can be processed only if title and company are shown. 8/11/69

SUPPLY TRADE

John H. Anderson, works manager, **Electro-Motive Division** of **General Motors,** has been appointed to the newly established position of director of product assurance. Mr. Anderson's successor is **Lawrence E. Simon,** manager-production engineering. **Garner W. O'Leary,** plant engineer, succeeds Mr. Simon, and in turn is replaced by **Edward J. Shaw,** maintenance superintendent. **David R. Kendell,** superintendent-transmission, has been advanced to factory manager. **Michael J. Povich** succeeds Mr. Kendell.

L. L. Tameling has been appointed sales engineer—rail products, Chicago district, **L. B. Foster Co.** He previously was office engineer, **Rock Island.**

Due to a printer's error in RA, June 23, p. 67, the photographs of **H. J. Schickedanz,** vice president of **Vapor Corp** and **Joseph T. McNally,** eastern sales manager, **Transport Leasing Division, Pullman Incorporated,** were transposed. The correctly identified photographs are published above.

Howard S. Goss, executive vice president, **Transco Inc.,** Chicago, has been elected president and chief executive officer.

R. N. Dobson has been appointed director—product development, **Dominion Foundries & Steel, Limited.** Mr. Dobson has extensive experience in steel castings

John H. Anderson
EMD

L. L. Tameling
L. B. Foster Co.

Joseph T. McNally
Pullman

H. J. Schickedanz
Vapor

operations and transit/railway truck design.

C. E. Craig has been named administrative assistant—corporate development, **Timken Roller Bearing Co.,** Canton, Ohio.

Daniel E. Callanan has been elected vice president—commuter railroad media division, **Transportation Displays, Inc.,** New York. He was formerly vice president and general manager of Metro Transit Advertising, New York. **Philip Everest,** senior vice president, will head TDI's new terminal systems division, which designs passenger communications systems for air and rail terminals. **Loughton Smith** is vice president—promotion and publications.

Philip G. Brewer has been appointed sales manager, railway and power products, **Diesel Division, General Motors of Canada Limited,** to succeed **R. J. Beath,** who has been named senior sales engineer, railway and power products. Mr. Brewer, who was previously manager, **Detroit Diesel Sales, General Motors,** will have headquarters in Montreal.

Maurice Grossman has been elected a director and executive vice president, **Evans Products Co.** Mr. Grossman is president of **L. Grossman Sons, Inc.,** a wholly-owned subsidiary of Evans.

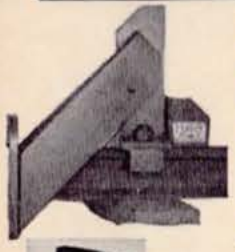
Albert J. Ohlsen has been named director of purchasing, **Trailmobile Division, Pullman Incorporated.** Mr. Ohlsen, formerly assistant to the vice president of manufacturing, **Pullman-Standard Division,** succeeds **Robert G. Coleman,** who has been appointed plant manager of the company's Longview, Tex., plant.

Are you stopping cars by "center-pin shear"?

• You are unless the Wheel Stops you use are

Wheels hitting a rigid Stop started this center-pin on its way to destruction

Hayes CUSHION® Wheel Stops



Type SF (two identical blocks like one at left) cushions the impact by controlled friction. At slow approach, wheels ease Stop blocks gently against tie in cushioning ballast. At higher speeds, wheels force blocks down on rail, adding friction braking to cushion.

All-steel construction—universal fit—no holes to drill—tighten four nuts for installation.

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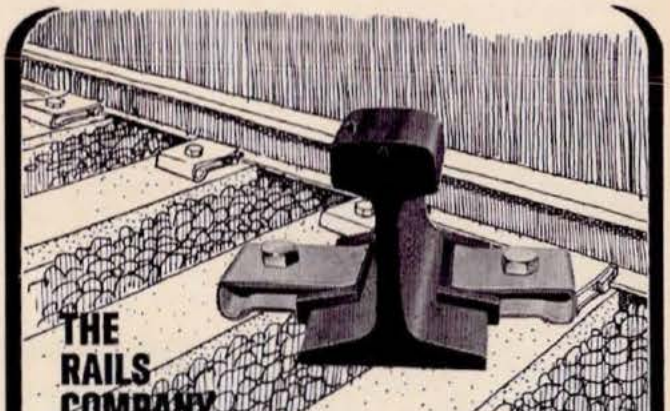
Circle 8 on coupon page 31



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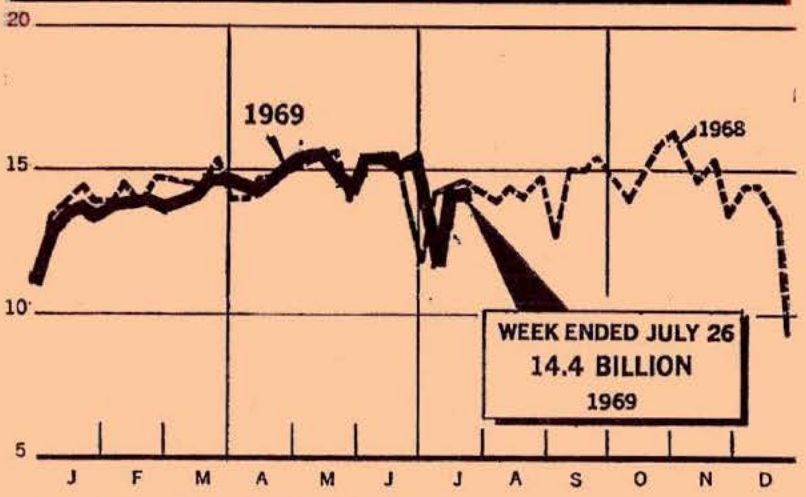
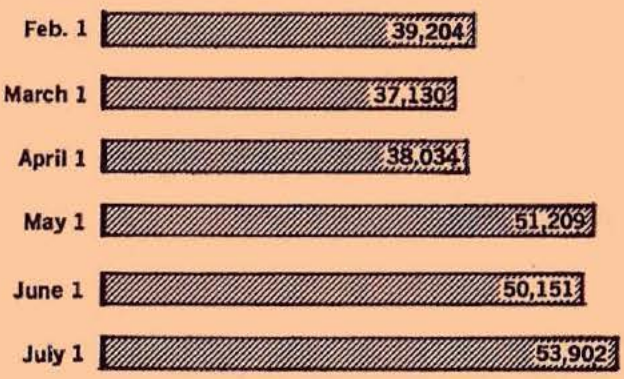
RAIL FREIGHT TRAFFIC TRENDS

BILLION TON-MILES (Estimated)



Source: Association of American Railroads

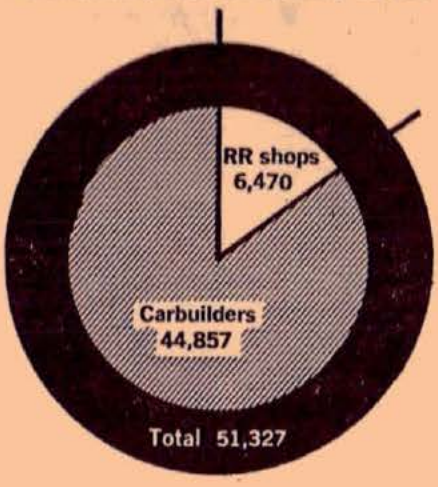
BACKLOG OF NEW CARS ON ORDER, 1969



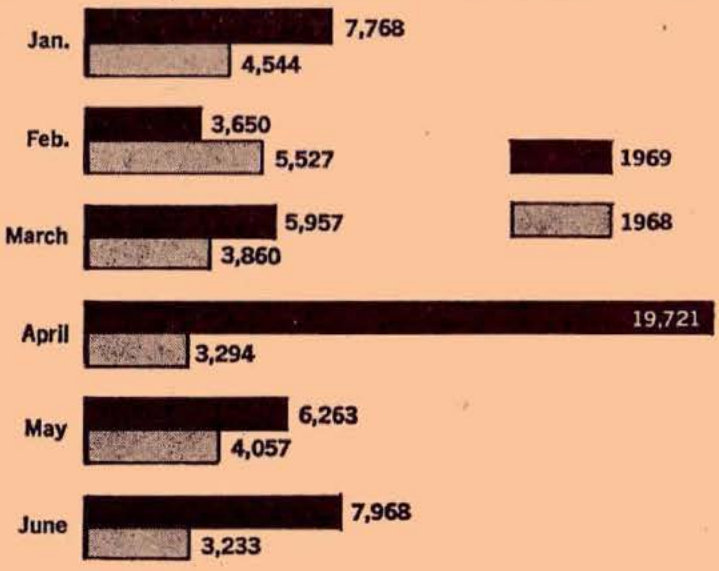
Current Statistics

Net income, Class I roads	
Three months, 1969	$ 97,000,000
Three months, 1968	$111,650,113
New freight cars on order	
July 1, 1969	50,395
July 1, 1968	17,806
New freight cars delivered	
6 mos., 1969	32,836
6 mos., 1968	31,359
Serviceable cars	
June 1, 1969	1,372,764
June 1, 1968	1,396,119

WHERE NEW-CAR ORDERS WERE PLACED, FIRST HALF, 1969



NEW CARS ORDERED



MARKET OUTLOOK

CARLOADINGS

Loadings of revenue freight in the week ended Aug. 2 totaled 561,329 cars, the Association of American Railroads announced on Aug. 7. This was an increase of 17,909 cars, or 3.3%, compared with the previous week; an increase of 6,800 cars, or 1.2%, compared with the corresponding week last year; and an increase of 11,589 cars, or 2.1%, compared with the equivalent 1967 week. Ton-miles generated by carloadings in the week ended Aug. 2 are estimated at 14.9 billion, an increase of 4.5% above the corresponding week of 1968, and 8.0% above the 1967 week.

REVENUE FREIGHT CARLOADINGS

Commodity	July 26 week	Preceding week	Per cent change
Grain	30,547	33,276	— 8.2
Farm products	12,707	13,415	— 5.3
Metallic ores	56,247	53,148	+ 5.8
Coal	93,042	84,094	+10.6
Crushed stone, gravel & sand	32,830	33,172	— 1.0
Nonmetallic minerals	11,544	12,102	— 4.6
Grain mill products	19,050	19,549	— 2.6
Food & kindred products	23,482	22,938	+ 2.4
Primary forest products	23,833	23,494	+ 1.4
Lumber & wood products (except furniture)	15,631	15,489	+ 0.9
Pulp, paper & allied products	23,689	23,827	— 0.6
Chemical & allied products	24,555	24,467	+ 0.4
Petroleum products	11,590	11,328	+ 2.3
Stone, clay & glass products	21,648	21,980	— 1.5
Coke	7,827	7,856	— 0.4
Metals & products	27,522	26,889	+ 2.4
Motor vehicles & equipment	12,876	15,716	—18.1
Waste & scrap materials	13,952	14,041	— 0.6
Forwarder & shipper assn. traffic	7,595	6,492	+17.0
All other carloads	71,450	71,274	+ 0.2
LCL traffic	1,803	1,814	— 0.6
Total cars loaded	543,420	536,361	+ 1.3
CUMULATIVE TOTAL, WEEKS,	1969	1968	1967
	15,938,128	16,147,392	15,971,734

PIGGYBACK CARLOADINGS

U. S. piggyback loadings for the week ended July 26 totaled 24,740 cars, carrying 42,130 trailers, compared with 26,076 cars, carrying 42,442 trailers, in the corresponding 1968 week. Loadings for 1969 up to July 26 totaled 759,525 cars, carrying 1,252,436 trailers, compared with 751,644 cars, carrying 1,220,183 trailers, in the corresponding period of 1968.

FREIGHT-TRAIN CARS

● *Orders and deliveries.*—Orders were placed in June for 7,968 new freight cars, compared with 6,263 in May and 3,233 in June 1968. In addition, 1,335 rebuilds were ordered in June; there were no rebuild orders in May; June 1968 rebuilds totaled 1,025. Backlog of new cars on order and undelivered on July 1 was 50,395, compared with 47,445 on June 1 and 17,806 on July 1, 1968.

FREIGHT TRAIN CARS DELIVERED AND ORDERED IN JUNE AND BACKLOG OF ORDERS ON JULY 1, 1969

DELIVERED

	June 1969	May 1969	June 1968
Built New by Car Builders	3,888	4,667	2,728
Built New in R.R. Shops	1,557	1,159	1,680
Built New—Total	5,445	5,826	4,408
Rebuilt	534	496	1,192
TOTAL DELIVERED	5,979	6,322	5,600

ORDERED

To be built by Car Builders	6,683	6,203	3,197
To be built New in R.R. Shops	1,285	60	36
To be built New—Total	7,968	6,263	3,233
To be rebuilt	1,335	0	1,025
TOTAL ORDERED	9,303	6,263	4,258

ON ORDER AND UNDELIVERED

	July 1, 1969	June 1, 1969	July 1, 1968
To be built new by Car Builders	42,850	39,628	10,965
To be built new in R.R. Shops	7,545	7,817	6,841
To be built new—Total	50,395	47,445	17,806
To be rebuilt	3,507	2,706	6,107
TOTAL ON ORDER	53,902	50,151	23,913

PIGGYBACK

● *Rock Island.* — Is taking delivery on 700 40-ft refrigerated trailers valued at $9 million. Trailers were ordered from Fruehauf, Trailmobile and Great Dane (RA, Dec. 23/30, 1968, p. 49).

● *Western Pacific.*—Ordered 200 40-ft, high-cube trailers from Comet Corp., at a cost of about $1.1 million. Vans will be equipped with interior lading-protection devices. Deliveries began in early August and are continuing at a rate of four trailers a day.

PASSENGER-TRAIN CARS

● *Erie Lackawanna.* — Pullman-Standard will build 30 aluminum, air-conditioned, 85-ft commuter cars at a cost of $5,178,068 for the New Jersey Transportation Department, which will lease them to the Erie Lackawanna. Delivery will begin in June 1970 and will be completed in mid-1971.

YOU OUGHT TO KNOW

CN opens new $500,000 plant for welded rail

Canadian National has recently opened a new half-million dollar plant for the production of continuous welded rail at Transcona. Hailed as the most up-to-date of its kind, CN officials say the plant's output is estimated at from 300 to 400 miles of welded rail per year.

AMSTED sees sales hitting all-time high

AMSTED Industries may reach a new record high in sales, in its fiscal year ending Sept. 31. Joseph B. Lanterman, chairman and chief executive officer, is forecasting sales of more than $260 million, with net income about equalling the $9.7 million earned in the previous fiscal year. The railroad side of AMSTED's business has accounted for both a plus and a minus. Increased orders for cast-steel freight-car components have contributed to the increase in sales. At the same time, one problem cited by the company has been "price cutting in the product area of side frames and bolsters."

C&NW sets up a staff to monitor service quality

Five men from Chicago & North Western's sales and marketing department are now working out of the operating department—as a team of quality-control supervisors. From bases in Chicago, St. Paul, Milwaukee, Green Bay, Wis., and Marshalltown, Iowa, they're assigned to monitor performance over the entire system. J. W. Alsop, assistant vice president and general manager, said the team's primary function "will be to maintain a continuous audit of the railroad's transportation service . . . with special emphasis on movement of cars to and from customers and in and out of terminals, as well as on movement in trains."

AAR meeting to discuss inflation

Some 500 financial executives representing railroads of the U.S., Canada and Mexico, together with economists and bankers are expected to attend the 57th annual meeting of the Treasury Division of the AAR in Quebec City on Sept. 4. Financial problems involved with inflation are expected to be among the chief topics for discussion. Highlights of the 3-day conference will be addresses by the Hon. J. W. Pickersgill, president of the Canadian Transport Commission, and W. B. Johnson, chairman of the board and chief executive officer of the Illinois Central.

Paul Shoemaker, former AWR p.r. director, dies

Paul D. Shoemaker, director of public relations for the Association of Western Railways until his retirement in 1966, died Aug. 5 in a Ruskin, Fla., hospital after suffering a stroke. He was 72. Shoemaker, who became one of the industry's best-known public relations officers, was a veteran newsman—23 years with the Associated Press—when he joined AWR as assistant p.r. director in 1944. He became director of the department in 1960, upon the retirement of Harold M. Sims.

Governor signs transit district bill for Chicago

Construction of a new "distributor" subway system in Chicago could begin in 1970. Illinois Gov. Richard Ogilvie has signed a bill permitting creation of a downtown transit district with taxing powers—and Chicago city council is expected to move immediately to set up the governmental unit. Speedy action by council could result in the scheduling of a required special referendum as early as next January.

The "distributor" subway would link the city's near north and near west sides and the new McCormick Place exposition hall with the downtown area. It would also tie in with commuter-railroad terminals. Cost of the project is estimated at $200 million, of which one-third would be provided locally. Chicago is also planning construction of a second major subway system, this one to replace the Loop elevated structure. Cost of the Loop system is now figured at about $400 million; no timetable for construction has been set (RA, June 9/16, p. 38).

G. W. Herkner, Jr.
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G. R. Clinkenbeard
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NP

A. J. Amato
PFE

Charles E. Weller
Rock Island

PEOPLE IN THE NEWS

BALTIMORE & OHIO.—William W. Frey, assistant superintendent, Cumberland Division, promoted to superintendent, Pittsburgh Division, Pittsburgh, succeeding **James E. Sell,** named superintendent, Monongah Division, Garfield, W. Va.

BOSTON & MAINE.—S. B. Culliford, superintendent transportation, Boston, Mass., promoted to general superintendent transportation.

ERIE LACKAWANNA.—George W. Herkner, Jr., named assistant vice president, Hoboken, succeeding **M. Fred Coffman** (RA, July 28, p. 62). Mr. Herkner was formerly assistant director of market research, with headquarters at Cleveland.

FRISCO.—V. H. Biedermann, assistant to vice president traffic and industrial development, named traffic manager-government traffic, with headquarters in St. Louis.

In a reorganization of the general superintendent transportation office, **George R. Clinkenbeard,** director service quality control and planning, named director transportation services and planning. Mr. Clinkenbeard will have jurisdiction over the Refrigeration and Central Service Bureau; Freight Car Distribution and Control; Transportation Services; Transportation Budget; Transportation Quality Control and Service Planning. **D. R. Wilson,** assistant director service quality control, named manager transportation quality control. **E. C. Reeve,** supervisor of transportation, becomes manager transportation services. **D. W. Patton,** budget manager, named manager transportation budget.

GULF, MOBILE & OHIO.—J. R. Windham, in addition to his duties as assistant to the vice president and general manager, has assumed the duties of superintendent of chemical transportation, Mobile, Ala.

JACKSONVILLE TERMINAL. — E. E. Wieland, general mechanical foreman, Jacksonville, Fla., has assumed full charge of the mechanical department, succeeding **A. C. Herrington,** master mechanic, who has resigned to become superintendent — cars and shops, **New**

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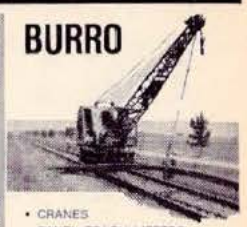

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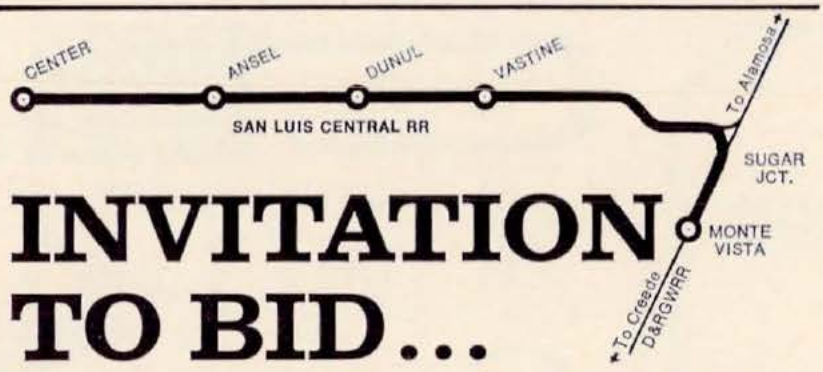

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Here is an unusual opportunity to buy a going short line railroad in the San Luis Valley of Colorado. The San Luis Central Railroad runs between Monte Vista in Rio Grande County, and Center in Sanguache County—a distance of approximately 12 miles. It connects with the Denver & Rio Grande Western Railroad at Monte Vista and Sugar Junction.

The SLC has been serving the San Luis Valley for 56 years. Its main source of revenue is agricultural crops (particularly potatoes). The company showed a net gain of $183.00 for the calendar year 1968, after depreciation, taxes and fixed charges. This compares with a loss of $18,360.00 in 1967, and $3,227.00 in 1966. Working capital as of May 1, 1969 was approximately $30,471.30. Freight revenues for the first three months of 1969 showed an increase of $7,030.22, as compared with the first three months of 1968. Physical properties include one GE 600hp diesel electric locomotive purchased in 1955, engine house, depot, tool houses, track and Rights of Way.

All bids must be submitted in writing by 10 A.M. August 30, 1969 to the Trust Dept. of the First National Bank of Denver. Complete financial statements and other pertinent information are available. Please write or phone Gerald L. Wallis, Trust Department.

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York City Transit Authority, in charge of the 207th Street Main Shop.

The position of master mechanic, Jacksonville Terminal, has been abolished.

JERSEY CENTRAL. — Thomas E. Tisza appointed assistant general counsel, Newark, N.J.

NORTHERN PACIFIC.—Frank H. Coyne, vice president — management services, named to the newly created position of vice president-finance. **Richard W. Stumbo, Jr.,** director, special studies, Management Services Department, appointed director, financial planning.

Earl F. Requa, senior vice president, retired July 31 after more than 32 years' service.

John C. Ashton appointed vice president, with headquarters in Washington, D. C. Mr. Ashton was formerly vice president and general counsel, **REA Express,** New York.

PACIFIC FRUIT EXPRESS. — A. J. Amato, assistant traffic manager, San Francisco, named general superintendent, Omaha, to succeed **T. L. McAloon,** retired.

ROCK ISLAND.—Charles E. Weller, engineer-maintenance of way, appointed chief engineer, Chicago, succeeding **William B. Throckmorton,** who becomes consulting engineer.

UNION PACIFIC.—Richard J. Curran, assistant chairman, EDP research, named chairman, EDP research. **James W. McCartney,** assistant director, COIN system, appointed director, COIN system.

Leslie S. Norgard appointed general traffic agent, Sioux City, Iowa.

OBITUARY

Robert E. Barr, 61, chairman, **Western Trunk Line Committee, Association of Western Railways,** died July 13 at his home in Lisle, Ill.

C. Darrell Emerson, 50, assistant superintendent of transportation, **Milwaukee,** Chicago, died July 30 at his home in Medinah, Ill.

Samuel L. Fee, 79, retired vice president of operations, **Burlington,** died July 10 in Fort Lauderdale, Fla.

Arthur R. Seder, 79, retired vice president,**Chicago & North Western,** died July 24.

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VIEWPOINT

Which is the real Luna?

A lot of railroad men will read Railway Age's question-and-answer session with Charles Luna (page 18), and they'll wonder: Are there really two Charles Lunas?

There is, on one hand, Luna the statesman — the man who declares that "there has to be change, on both sides."

There is, on the other hand, Luna the hardheaded union boss—the man who stands accused of trying to ignore and even to defeat change, in the crew-consist and fireman-manning disputes.

It can be said, without fear of contradiction, that there is in fact only one Charles Luna (and a lot of railroad men would growl, "That's a-plenty"). It can also be said—with little fear of contradiction—that the singular Luna is a complex man who has to operate in ways which are often hard to understand.

Long-time Luna-watchers fall generally into one of two groups. One group is convinced that the statesmanlike oratory is strictly for show, and that the United Transportation Union's president has no intention whatsoever of backing up his words when it means something. The other group is almost as firmly convinced that the words are sincere, and that it's the system—not the man—that's most at fault when the talk and the action don't match up.

One question, perhaps, goes to the heart of the debate: How much power does a union chief have in his own organization?

This isn't a question that anybody answers easily. But maybe there's a clue to the truth in this comment from a top union aide: "Unions are always getting criticized for 'not being democratic.' Believe me, there are times when I wish we weren't as democratic as we are." Another clue may come from a general chairman's remark: "I'm supposed to be able to lead my people, and influence them. How can I do this, if I can't show them that I've got some influence with the grand lodge and with the railroad's management?"

THE HAZARDS OF LEADERSHIP

It comes down to this: The president of a union is no dictator, no czar. Sometimes he's given the power to make agreements—but often he's not, and he has to take his recommendations to the general chairmen or to some other governing body. At the same time, the general chairman has to worry about the opinions of those who elect him—and his actions must reflect these opinions.

This kind of "democracy" doesn't always make for rational decisions—or for decisions which put long-term advantage ahead of short-term or immediate gain. But the hazards of this kind of organization do provide at least a partial explanation for the twists and turns which union leadership takes.

Personality is also a factor—in labor as in management. UTU's Charles Luna is a proud man. He does not shrink from the acceptance of power. He is fully aware of the perquisites of power. He knows how he can exercise power—and how he cannot.

Some people—not many, but some—are convinced that Luna, other grand lodge officers and a number of general chairmen *want* to help to create a stronger railroad industry. Management could help UTU help—if both management and UTU can figure out how.

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